

THE
GRANTS, CHARTERS,
AND
LETTERS PATENT,

OF THE
CORPORATION OF TRINITY-HOUSE,

Relative to Shewing,

Their AUTHORITY to ERECT, and MAINTAIN
LIGHT-HOUSES, and SEA-MARKS.

Together with their Antient DUTY of

BUOYAGE AND BEACONAGE.

For and towards the RELIEF of OLD DECAYED
SEAMEN, their WIDOWS and ORPHANS.

To which is added,

An Account of the several LIGHT-HOUSES, BUOYS
and BEACONS, &c. on the Coast, with a *curious Set of*
Tables for Computing the Respective DUTIES on
Ships INWARD and OUTWARD.

WITH

RULES for *Measuring of British and Foreign Ships*, in order
to ascertain their true Tonnage for the KING and the
MERCHANT, &c.

L O N D O N:

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MDCCLXVIII.

GRANTS CHARTER

P. 1

CONSTITUTION

ARTICLE

P R E F A C E.

THE *Utility* of *Light-Houses*, *Buoys*, *Beacons*, and *Sea-Marks*, is beyond all Dispute, and as to the Power and Authority of the Corporation to erect and maintain them, I am persuaded will sufficiently appear in the Course of this Treatise; but how far justifiable is the Attempt to depreciate the Right of the Corporation, to their ancient Duty of Buoyage and Beaconage, I leave to the Corporation to take Notice of, and shall only observe, that as there are some Hundreds of decayed *Seamen*, their *Widows* and *Orphans*, who are relieved out of the Fund arising from the *Receipt* of the *Duties*, payable by all Masters of Ships and Vessels, if the Means of Supply is with-held, the Charity of course can no longer subsist, and must end in the taking away the several *Light-Houses*, *Sea-Marks*, &c. whereby a great Number of *worthy Poor* will be deprived of a *comfortable Subsistence*,
and

and the *Lives* and *Properties* of Thousands of
his Majesty's Subjects be endangered, as was
 noticed upon the erection of the *Scilly Light*,
 " That it is a most excellent Light, and be-
 " fore this Light-House was erected, there
 " was not a Winter but there were some
 " Ships cast away, but since the erecting of
 " it, there hath not a Ship been lost, but by
 " Ignorance, so that Navigation is much
 " obliged to the great Care of the Trinity-
 " House Masters."

EXPLANATION of the TABLES.

I. When either of the Tables between Page 35, and 54, are made use of, it is to be remembered, that the Nore-Light is to be added, in order to make the Total Sum agree with the Head, Total Lights, &c. as may be seen by the Table Page 48, and Example I. Page 66, in a Ship from Gottenbro' of 100 Tons. Vide also Page 36 and 37; also Page 68, Example II.

II. Also in the Southern Light Table Page 44, of a Ship of 210 Tons, bound to a Port short of Scilly, as per Example :

Tons 210 Trinity-House Duties	—	0	17	6
Lights exclusive of Scilly	—	3	18	9
Nore Light	— — —	0	3	0
Ramsgate Harbour, exclusive of	}	2	12	6
Nore, as per Table Page 36				
Total		£	7	11 9

See also Page 68 inclusive of Scilly.

III. All the other Tables being distinct Duties, are to be taken as the Duties required.

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THE
GRANTS, CHARTERS
AND
LETTERS PATENT
OF THE

Corporation of TRINITY-HOUSE, &c.

THE Trinity House before Henry the VIIIth's Time was a Kind of Colledge at Deptford, belonging to a Company of Seamen only, with Authority by the King's Charter to take Knowledge of those that destroyed Sea Marks.

King Henry, in the 6th Year of his Reign, formed them into a perpetual Corporation, by the Stile and Title of the Master Wardens and

B

Assist-

Assistants of the Guild or Fraternity of the most glorious and undivided Trinity, and of St. Clement in the Parish of Deptford Strond, in the County of Kent: And Queen Elizabeth finding that her Navy, Trade and Navigation began to flourish and encrease, and that it was necessary to take every possible Step for the Improvement and Encouragement thereof, not only with regard to the Preservation of her Ships, from the Insults and Depredations of Foreign Powers, but likewise from the Dangers of Shipwreck on her own Coasts, therefore in the 8th Year of her Reign, she granted the Corporation Power and Authority to erect Light-Houses and Sea-Marks, in order to warn Navigators to avoid the Dangers of Rocks and Sands, and thereby secure her Subjects in their Trade to and from the Kingdoms of England, Scotland and Ireland, and all Merchant Strangers and others, coming into her Ports or Roads. Accordingly it was enacted, That Whereas the Master, Wardens and Assistants of the Trinity-House of Deptford Strond, being a Company of the chiefest and most expert Masters and Governors of Ships, incorporate within themselves, charged with the Conduction of the Queen's Majesty's Navy Royal, are bound to foresee the good Increase and Maintenance of Ships, and of all kind of Men traded and brought up by Water-craft, most meet for her Majesty's Marine Service: And forasmuch as by the destroying and taking away of certain Steeples,

Steeple, Wood and other Marks, standing upon the Main Shores adjoining to the Sea-waſt of this Realm of England and Wales, being as Beacons, or Marks of antient Time accuſtomed, for ſeaſaring Men to ſave and keep them and the Ships in their Charge from ſundry Dangers thereto incident, divers Ships with their Goods and Merchandizes, in ſailing from Foreign Parts towards this Realm of England and Wales, and eſpecially to the Port and River of London, have, by the Lack of ſuch Marks of late Years, been miſcarried, periſhed and loſt in the Sea, to the great Detriment and Hurt of the Commonwealth, and the periſhing of no ſmall Number of People. For Remedy wherein to be had, Be it enacted, eſtabliſhed and ordained, by the Queen's Moſt Excellent Majeſty, by the Conſent of the Lords Spiritual and Temporal, and the Commons this preſent Parliament aſſembled and by Authority of the ſame, That the aforeſaid Maſter, Wardens and Aſſiſtants of the Trinity-Houſe of Deptford Strond aforeſaid, being a Company incorporate as before, ſhall and may lawfully, by Virtue of this Act, from Time to Time hereafter at their Wills and Pleaſure and at their Coſts make erect and ſet up ſuch and as many Beacons, Marks and Signs for the ſame, in ſuch Place and Places of the Sea-ſhores and Up-land near the Sea-coaſt or Foreland of the Sea, only for Sea-marks, as to them ſhall ſeem moſt meet needful and requiſite, whereby the Dangers may be avoided and eſcaped, and Ships

come to their Port without Peril, and that all such Beacons, Marks and Signs, so to be by them or their Assigns erected, made and set up, at the Costs and Charges of the said Master, Wardens and Assistants, shall and may be continued, renewed and maintained from Time to Time, at the Costs and Charges of the said Master, Wardens and Assistants, any thing to the contrary herein notwithstanding.

And be it further ordained and enacted by the Authority aforesaid, That no Steeples, Trees or other Things, now standing as Beacons or Marks to the Sea, whereof to the Owner or Occupier of the Place (where the same do grow or stand before the first Day of March next coming) Notice shall be given by the Queen's Majesty's Letters under her Signet, shall at any Time hereafter be taken down, felled, or otherwise cut down, upon pain that every Person by whose Procurement or Consent such Offence shall be committed, shall forfeit the Sum of One Hundred Pounds, whereof the one Moiety to go to the Queen's Majesty, and the other Moiety to the Master, Wardens and Assistants of Trinity-House, and if the said Person or Persons so offending be not of the Value of One Hundred Pounds, then the said Person or Persons to be deemed convict of Out-lawry, ipso facto, to all Constructions and Purposes.

And further be it enacted by the Authority aforesaid, That all Mariners and Seafaring Men dwelling about the said River of Thames, being
there-

thereunto licenced by the said Master, Wardens and Assistants, and having sufficient Certificate of such Licence from the said Master, Wardens and Assistants, as well between their Voyages, as at other Times, at their Wills and Pleasures, by Force hereof, the better to keep and refrain themselves from Folly, Idleness and Lewd Company, and for the Relief of them, their Wives and Children, shall and may freely and quietly exercise and row in their own Wherries, or other Men's Wherries by them to be hired, or wherein they shall be hired, to row up and down the said River of Thames, to apply and follow the ordinary passing and carrying of the Queen's Majesty's People to and fro as other Watermen commonly called Wherry-men of the same River use and accustom to do, without Impeachment, Let or Hindrance to the contrary, and that such Seafaring-men shall not thereby be drawn under any other Government, than under the said Master, Wardens and Assistants as they were before, any Act, Statute, Provision, Proclamation, Ordinance or Custom heretofore against the Premises ordained or made, in any wise notwithstanding.

Before this Act or Grant, the antient Duty of Buoyage and Beaconage was vested in the Lord High Admirals of England, for the Time being, and upon Representation to her Majesty that the Corporation and the Admiral were continually disputing about their Rights, in the

36th

36th Year of her Reign, she took the said Buoyage and Beaconage from Charles Lord Howard, then Lord High Admiral of England, with the Addition of Ballastage, Lastage, Primage, &c. and all the Rights, Profits and Fees thereon, and gave it to the Corporation in Trust for, and towards the Relief of old indigent Seamen, their Widows and Orphans, and to encourage and improve the Government and Encrease of the Navigation of this Kingdom.

In this Situation the Corporation continued till King James the II^d taking into Consideration the State of the Corporation, and finding the great Use of such a Body of Men, and the Services they were capable to render the Navy and in regulating the Mariners, Seamen, &c. from their Knowledge and Experience in Maritime Affairs, was pleased to confirm their Charter for the Direction and Security of Navigation, and to ask, demand, and receive certain Tolls and Duties in Lieu and Consideration for their Charges and Expences in erecting and maintaining the several Light-Houses, Seemarks, &c. as also the Ballastage, Lastage, Primage, Buoyage and Beaconage, and to apply the same for and towards the Relief of old indigent Seamen, their Widows and Orphans, as before granted by divers Charters, Letters Patent, &c. of the several Kings and Queens of this Realm for that purpose.

His Majesty King Charles the II^d in the 17th Year of his Reign, also granted and confirmed the

the Ballastage and Lastage to the Corporation for ever.

His late Majesty King George the II^d, in the 3^d Year of his Reign, likewise recited, exemplified and confirmed the Charter of King Henry the VIIIth.

And in the 32^d Year of his Reign, a further Continuance of the Ballastage and Lastage was made and confirmed, for and towards the Relief of old decayed Seamen, their Wives, Widows and Orphans.

In Consequence of all which Grants, Charters, Letters Patent and Confirmations, by the said Kings and Queens, the Corporation has continued to be, and now is, a respectable and valuable Body of Men, and their Affairs are in a very prosperous and flourishing State, and to this Day there is scarce a Sea-port, or Town in the Kingdom, but where they have a Seaman and his Wife, Widow or Orphan, relieved by them: And though at first, they had no more than twenty-two Pounds per Annum in Lands, they have, from the encrease of their Fund, raised several comfortable beings for their Pensioners at their Colledge or Hospital at Deptford, and also at Mile-end, where they have erected an elegant and commodious Building and endowed the same, with Coals and Candles, together with a Chaplain to read Divine Service to the Inhabitants thereof on Sundays and other Days.

The

The Improvement of their antient Colledge or Hospital at Deptford, and the erecting and endowing that at Mile-end, with their present Intention of making some additional Edifices, has been promoted and forwarded over and above the Receipts of their Revenue, by the many noble and spirited Benefactions given and left by the several Dukes, Earls, Lords and brave Commanders, formerly Masters, Wardens, Assistants and Elder Brethren of the Corporation.

At the Time King James confirmed their Charter the undermentioned Noblemen, Captains, &c. were nominated, and elected Master, Wardens, Assistants and Elder Brethren, viz.

MASTER

Samuel Peppys, Esq;

WARDENS.

Captain John Nickols

Captain Henry Mudd

Captain Nicholas Kerrington

Captain William Green

ASSISTANTS.

Henry Duke of Grafton

William Earl Craven

George

George Earl Berkley
George Lord Dartmouth
Sir Thomas Allen, Knt. and Bart.
Captain Simon Nickols
Captain Isaac Woodgreen
Captain Thomas Brown

ELDER BRETHREN.

Sir Richard Haddock, Knt.
Sir John Berry, Knt.
Sir John Narborough, Knt.
Sir Matthew Andrews, Knt.
Sir Anthony Dean, Knt.
Captain Henry Sheere
Captain Hugh Till
Captain Samuel Chamblet
Captain Thomas Collier
Captain Anthony Young
Captain John Hill
Captain Francis Wilshaw
Captain Robert Fisher
Captain James Bonnell
Captain Ralph Sanderfon
Captain Thomas Wilshaw
Captain Samuel Rutter
Captain Richard Goodlad

The Corporation having obtained the Confirmation and Extent of their Grant and Charter, and thereby the sole Direction and Management becoming vested in them in Perpetuity

C

to

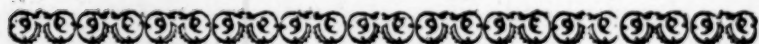
✓ to erect and place Light Houses, Sea-Marks, Buoys and Beacons, and to act and do such Things as to them should appear best for the good and preservation of the Navy Royal, and the whole Navigation in general, and finding that private Persons were inclined and desirous of procuring Leases of the Duties for a Term of Years, or to erect Light-Houses at their own Expence, the Corporation accordingly have granted such Leases, and by Act of Parliament the Lessees are impowered to ask, demand, collect or receive of and from all Masters of Ships and Vessels, British and Foreign, that shall pass or sail by those Light-Houses, certain Rates, Tolls, or Duties, as in and by those Acts are mentioned, and more fully appears, subject to the Inspection, and under the Direction of the Corporation, who are Impowered to claim a Seat for, nominate and appoint at the several Custom-Houses, Collectors or Receivers for themselves and private Proprietors; as more fully appears by the several Grants, Charters, and Letters Patent before mentioned: As also that of her late Majesty Queen Ann, to Robert Osbolston, Esq; for and towards the erecting and maintaining two Light-Houses on the North and South Forelands, and an Act of Parliament in the 8th Year of her Reign, Ch. 17. S. 1, 2, 3. viz.

“ And to the Intent the said Duties may be truly answered and paid, be it further enacted by the Authority aforesaid, that no Customer

Customer, Collector of her Majesty's Customs, Comptroller, Receivers of Entries of Ships, Surveyor or Searcher, Waiter, or other Officer whatever, of or concerning the said Customs, at any Port within the said Kingdoms of Great Britain and Ireland, shall hereafter give or make out any Cocket, or other Discharge, or take any Receipt outwards, for any Ship, Hoy, or Barque as aforesaid, untill the Duties granted by the said recited Act, and payable by the Master of such Ship, Hoy or Barque, according to the Tenor and true Meaning of the said former Act, shall be paid unto the respective Collectors appointed by the said Master, Wardens, and Assistants to receive the same, as aforesaid; and that such Master of such Ship, Hoy or Barque, do produce and shew forth an Acquittance, or Light-Bill, under the Hand of such Collector, testifying the Receipt thereof: And it shall be lawful for every Person authorized by the Trinity-House to go on board any Foreign Ship, to receive the Duties, and for Non-payment to distrain any Tackle belonging to such Ships, and in Case of any Delay in Payment for three Days after Distress, it shall be lawful for the Receiver of the said Duties, to cause the same to be appraised by two Persons, and to sell the said Distress."

But before I proceed to give an Account of, or shew the respective Duties payable to the several Light-Houses (in the Corporation's
C 2 Hands

Hands, and those that are upon Lease to private Persons) as also for Buoyage and Beaconage, &c. it will not be improper to say a few Words on the original Institution of Light-Houses.



L I G H T - H O U S E S.

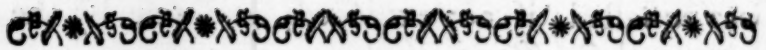
“ Light-Houses, with regard to Maritime Affairs, are Houses advantageously situated on an Eminence, near the Sea-Coast, or at the Entrance of some Port or River, for the Guidance of Ships in dark Nights, by the Illumination of a Fire or Candle burnt on the top of them.

The first we read of in History, was that called *Pharos*, and this was so superb a Fabrick, as to be reckoned one of the Seven Wonders of the World, and to give a general Name to all successive ones : It was built by Ptolemy Philadelphus, on a small Island in the Nile's Mouth, near Alexandria in Egypt, and is said to have cost Eight Hundred Talents, it is recorded to have been built upon four Pillars of Glass, resembling Crabs, three hundred Cubits high, on which a Fire was nightly burnt to warn approaching Pilots of those dangerous Coasts, and by this Means show the risks they were exposed to ; Notwithstanding this Light-House was so
just-

justly celebrated for its Use and Magnificence, it was equalled, if not exceeded, in Fame by the renowned *Colossus* at *Rhodes*.

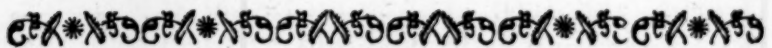
“ The *Tower of Cordon* in the river *Bordeaux* and the *Lanterns* at *Genoa*, *Barcelona*, &c. and the *Phare* of *Messina* no less Merit our Admiration, as doth several on our own Coasts, especially that built on the *Edystone Rock*, near *Plymouth*, by Mr. Henry Winstanley of *Littlebury*, in the County of *Essex*, in the Year 1696, which was blown down in the great Storm in 1703, and unfortunately Mr. Winstanley was buried in its ruins :” This House was afterwards rebuilt by Mr. John Rudyerd, but in the Year 1755, was by Accident burnt down, and notwithstanding the Rock was greatly damaged, and the almost insuperable difficulties, it was replaced by the unparalleled Fortitude, Patience and Perseverance of that excellent Engineer, Mr. *John Smeaton*, and from the Elegance of its Construction, the Nature and Composition of its Cement, used with the Stone, the Compass of its *Lantern*, and noble Light exhibited therein, is not to be equalled in the known World, and according to all moral appearance, the Foundation is so well laid and secured, that it will stand the shock of Time, Storms and Tempest, Fire and Water for Ages yet to come, and amply repay the present Lessees, their Charges and Expences attending the rebuilding thereof, and transmit to Posterity the Name and Memory of its ingenious Founder.

BUOYAGE



BUOYAGE and BEACONAGE.

Buoyage and Beaconage is a Right of the Corporation to make, erect, set up, place and lay out, continue, renew and maintain from Time to Time, at their Cost and Charges, all and every whatsoever, Buoy and Buoys, Beacon and Beacons, Mark and Marks, Sign and Signs for the sea, in any whatever Place and Places in or upon the Sea, Places Navigable, and Channels for passing into or out of Havens, or Rivers, or Sea-shores, Coasts near the Sea, Uplands or Forelands, or other Places of the Realm of England, near unto the Sea, or Seas of the same, as they shall, from Time to Time, seem meet, good, necessary, or convenient, whereby Dangers may be avoided and escaped, and Ships the better to come to their Ports without Peril.



BALLASTAGE and LASTAGE.

Ballastage and Lastage is a Right of the Corporation for taking up Gravel, Sand or Soil out of the River of Thames, for the furnishing of
Ships

Ships and Vessels with Ballast, the Duty of which is also to be applied for the Use of the Poor of the Corporation, as more fully appears by the Act of 17 Cha. II. & 32 Geo. II.



Loadsmange, Locmen, Pilots or Guides.

Loadsmange, &c. is a Right of the Corporation to appoint men, as Pilots or Guides for the safe conducting into the River of Thames, or bringing out Strangers, &c. Ships, Hoys, Fly-Boats, Barks or other Vessels, and to prevent the Annoyance and Decay of the Channel, and the Loss and Hindrance both of Merchants and others going ordinarily to sea, and the Slander and evil Report of the more skilful and better sort of our Seamen and Mariners amongst foreign Nations, using the Traffick hither.



P R I M A G E.

Primage is a Right or Duty due to the Corporation from the Master, Loadsmen or Pilot of

of every Ship returning into the River of Thames.



PIERS and HARBOURS.

As the Duties payable for and towards the Maintenance of Piers and Harbours, do not so immediately concern the Corporation, I shall take no further Notice than to observe that Piers and Harbours are Places so contrived or taken in from the Sea, as to make a sort of Bason in which Ships and Vessels are secured from Danger in Time of Storms, that otherwise it would be impossible for them to ride it out in the open Sea.





An Account of the Names of each
respective Light-House, and the
Number of Lights, Buoys and
Beacons, &c.

Names of Light-Houses, &c.	Number of Lights.
Tinmouth Castle - - - -	1
North-Shields, called the Lower Light or New-Castle Trinity- House Light - - - -	2
Spurn - - - -	2
Well - - - -	1
Foulness - - - -	1
Winterton and Orford - - -	5
Winterton small Light - - -	1
Castor and Lowestoff - - -	3
Harwich - - - -	2
Nore - - - -	1
North and South Forelands - -	3
Dungeness - - - -	1
Portland - - - -	2
Casketts - - - -	3
Edyftone - - - -	1
D Lizard	

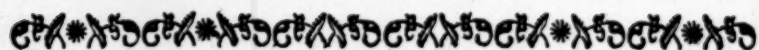
Names of Light-Houses, &c.	Number of Lights.
Lizard — — —	2
Scilly — — —	1
Milford — — —	2
Skerries — — —	1
St. Beeshead — — —	1
Flatholm — — —	1
Floating-Lights.	
Well or Dudgeon-Shoal	
Dungeness	
Nore	
B U O Y S.	
Nore	
Middle	
Gunfleet	
Spitts	
Red Sand	
Narrows	
Spaniard	
Cockle or St. Nicholas Gatt	
Spill	
Tees, &c.	
Tees	

BEACONS.

Tees
Blacktill
Shoe
Whitaker
Woodbridge, &c.

N. B. Sir Thomas Spert, Knt. Comptroller of the Navy to King Henry VIII. was the first Founder and Master of the Society or Corporation of Trinity-House.





Light-House Duties, Buoyage, and Beaconage, &c. payable by all Ships loading Coals at New-Castle and Sunderland, Bound for the Port of London, or any Port between them and the Lands End.

Names of Light-Houses, &c.	per Chalders			per Ship.		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
Tinmouth Light —	0	0	0	0	1	0
Trinity-House Light —	0	0	0	0	0	8
Tees, Buoys and Beacons —						
—If above 20 Chalders —	0	0	0	0	0	6
—Under 20 Chalders —	0	0	0	0	0	4
Spurn Light — —	0	0	1	0	0	0
Well Light — —	0	0	1	0	0	0
Winterton and Orford —						
Lights — —	0	0	2	0	0	0
Foulness Light	0	0	0 $\frac{1}{2}$	0	0	0
Castor and Lowestoff } Light for every 100 Tons, Twelve Pence, }						
						and

Names of Light-Houses, &c.	per Chalder.	per Ship.
and Four Pence besides, for every Ship or Vessel.	l. s. d. 0 0 0	l. s. d. 0 1 4
N. B. But Colliers and Coasters not paying Castor and Low- estoff Lights at New Castle, Sunderland, &c. and coming to London, the Duty then is 1s. for every score Tons, and 4d. per Ship. Vide Page 54. Note also, that every New Castle or Sunderland Chalder to be reckoned Two Tons.		
Winterton small Light, for every ship under 100 Tons	0 0 0	0 0 6
Above 100 — —	0 0 0	0 1 0
Harwich Lights —	0 0 1	0 0 0
Nore Light under 100 Tons	0 0 0	0 1 0
—above 100	0 0 0	0 2 0
—200	0 0 0	0 3 0
—300	0 0 0	0 4 0
—400	0 0 0	0 5 0
North and South Foreland Lights — —	0 0 2	0 0 0
Dungeness Light —	0 0 2	0 0 0
Portland Lights—Oversea	0 0 1	0 0 0
Coasters	0 0 0	0 1 0
Casket Lights Oversea	0 0 1	0 0 0
Coasters	0 0 0	0 1 0
Edy-		

Names of Light Houses, &c.	per Chalder.		per Ship.	
	<i>l.</i>	<i>s. d.</i>	<i>l.</i>	<i>s. d.</i>
Edystone Light — Oversea	0	0 2	0	0 0
Coasters	0	0 0	0	2 0
Scilly Lights — Oversea	0	0 1	0	0 0
Coasters	0	0 0	0	1 0
Buoyage and Beaconage —	0	0 0 $\frac{1}{2}$	0	0 0
St. Nicholas Gatt —	0	0 0 $\frac{1}{4}$	0	0 0



Duties payable to the respective Light-Houses.

Names of Lights, &c.	From British Ships bound to, or from foreign Parts, per Ton.	From Stran- gers Ships per Ton or Ship.	From Coasters per Ship or Vessel.
Tynmouth Light - - -	1s per Ship	3s per Ship	1s per Ship
Trinity-House Light, North Shields - - -	8d per Ship	1s 4d per ditto	8d per ditto
Spurn - - -	$\frac{1}{2}$ per Ton	2d per Ton	$\frac{1}{2}$ per Ton
Well Light -	$\frac{1}{2}$ per Ton	1d per Ton	$\frac{1}{2}$ per Ton
Winterton and Orford Lights -	1d per Ton	2d per Ton	1d per Ton

Poul-

Names of Lights, &c.	From British Ships bound to, or from foreign Parts, per Ton.	From Stran- gers Ships per Ton or Ship.	From Coasters per Ship or Vessel.
Foulness Light	$\frac{1}{4}$ per Ton	$\frac{1}{4}$ per Ton	$\frac{1}{4}$ per Ton
Castor and Lowestoff Lights - - -	1s per every 100 Ton, and 4d per Ship	1s per every 100 Tons and 4d per Ship	1s per every 100 Tons and 4d per Ship
Winterton small Light - -	6d under 100 Tons, 1s above 100	1s under 100 Tons 2s above 100	6d under 100 Tons, 1s above 100 Tons
Harwich Light	$\frac{1}{2}$ per Ton	1d per Ton	$\frac{1}{2}$ per Ton
Nore Light un- der 100 Tons -	1s per Ship	2s per Ship,	1s per Ship
100 - - -	2 ditto - -	4s ditto	2 ditto
200 - - -	3 ditto - -	6s ditto	3 ditto
300 - - -	4 ditto - -	8s ditto	4 ditto
400 - - -	5 ditto - -	10s ditto	5 ditto
North and South Forelands - out	1d per Ton	2d per Ton	1d per Ton
in	1d per Ton	2d per Ton	1d per Ton
Dungeness - out	1d per Ton	2d per Ton	1d per Ton
in	1d per Ton	2d per Ton	1d per Ton
Portland - out	$\frac{1}{2}$ per Ton	1d per Ton	1s per Ship
in	$\frac{1}{2}$ per Ton	1d per Ton	1s per Ship
Casketts - out	ditto - - -	ditto - -	6d per Ship
in	ditto - - -	ditto - -	6d per Ship
Edystone - out	1d per Ton -	2d per Ton	2s per Ship
in	1d per Ton -	2d per Ton	2s per Ship
Lizard - out	$\frac{1}{2}$ per Ton -	1d per Ton	2s per Ship
in	ditto - - -	ditto - -	ditto
Scilly - out	ditto - -	ditto - -	1s per Ship
in	ditto - -	ditto - -	ditto
Milford - out	1d ditto - -	2d ditto - -	ditto
in	1d ditto -	ditto - -	ditto

Sker-

Names of Lights, &c.	From British Ships bound to, or from foreign Parts per Ton.	From Stran- gers Ships per Ton or Ship.	From Coasters per Ship or Vessel.
Skerries —	1d per Ton	2d per Ton	1d per Ton
St. Beeshead —	2d per Ton per ann.		2d per Ton per ann.
Flatholm —	1d per Ton		1d per Ton
Buoyage and Beaconage	3s per every 100 Tons	☞	$\frac{1}{2}$ per Ton
St. Nicholas Gatt —	$\frac{1}{2}$ per Ton or half a Farth- ing per Ton		$\frac{1}{2}$ per Ton or half a Farth- ing per Ton

☞ Buoyage and Beaconage 7d per Ton, according to the Measurement of each Ship or Vessel, to be measured from Outside to outside : And 8d for every Foot of Water such Ship or Vessel draws, allowing every Master 20 per Cent. upon the whole.



T A B L E S

F O R

COMPUTING the DUTIES

PAYABLE BY SHIPS,

PASSING

THE RESPECTIVE

L I G H T - H O U S E S, &c.

E

Buoy of the Cockle or *St. Nicholas Gatt*, Ton.

Tons	At $\frac{1}{8}$ or half a Farthing			Tons	At $\frac{1}{8}$ or half a Farthing			Tons	At $\frac{1}{8}$ or half a Farthing		
	<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>
2	0	0	$0\frac{1}{4}$	62	0	0	$7\frac{3}{4}$	122	0	I	$3\frac{1}{2}$
4	0	0	$0\frac{3}{4}$	64	0	0	8	124	0	I	$3\frac{1}{2}$
6	0	0	$0\frac{3}{4}$	66	0	0	$8\frac{1}{4}$	126	0	I	$3\frac{3}{4}$
8	0	0	I	68	0	0	$8\frac{3}{4}$	128	0	I	4
10	0	0	$1\frac{1}{4}$	70	0	0	$8\frac{3}{4}$	130	0	I	$4\frac{1}{2}$
12	0	0	$1\frac{1}{2}$	72	0	0	9	132	0	I	$4\frac{1}{2}$
14	0	0	$1\frac{3}{4}$	74	0	0	$9\frac{1}{4}$	134	0	I	$4\frac{1}{2}$
16	0	0	2	76	0	0	$9\frac{1}{2}$	136	0	I	5
18	0	0	$2\frac{1}{4}$	78	0	0	$9\frac{3}{4}$	138	0	I	$5\frac{1}{4}$
20	0	0	$2\frac{1}{2}$	80	0	0	10	140	0	I	$5\frac{1}{2}$
22	0	0	$2\frac{3}{4}$	82	0	0	$10\frac{1}{4}$	142	0	I	$5\frac{1}{4}$
24	0	0	3	84	0	0	$10\frac{1}{2}$	144	0	I	6
26	0	0	$3\frac{1}{4}$	86	0	0	$10\frac{3}{4}$	146	0	I	$6\frac{1}{4}$
28	0	0	$3\frac{1}{2}$	88	0	0	11	148	0	I	$6\frac{1}{2}$
30	0	0	$3\frac{3}{4}$	90	0	0	$11\frac{1}{4}$	150	0	I	$6\frac{3}{4}$
32	0	0	4	92	0	0	$11\frac{1}{2}$	152	0	I	7
34	0	0	$4\frac{1}{4}$	94	0	0	$11\frac{3}{4}$	154	0	I	$7\frac{1}{4}$
36	0	0	$4\frac{1}{2}$	96	0	I	0	156	0	I	$7\frac{1}{2}$
38	0	0	$4\frac{3}{4}$	98	0	I	$0\frac{1}{4}$	158	0	I	$7\frac{3}{4}$
40	0	0	5	100	0	I	$0\frac{1}{2}$	160	0	I	8
42	0	0	$5\frac{1}{4}$	102	0	I	$0\frac{3}{4}$	162	0	I	$8\frac{1}{4}$
44	0	0	$5\frac{1}{2}$	104	0	I	I	164	0	I	$8\frac{1}{2}$
46	0	0	$5\frac{3}{4}$	106	0	I	$1\frac{1}{4}$	166	0	I	$8\frac{3}{4}$
48	0	0	6	108	0	I	$1\frac{1}{2}$	168	0	I	9
50	0	0	$6\frac{1}{4}$	110	0	I	$1\frac{3}{4}$	170	0	I	$9\frac{1}{4}$
52	0	0	$6\frac{1}{2}$	112	0	I	2	172	0	I	$9\frac{1}{2}$
54	0	0	$6\frac{3}{4}$	114	0	I	$2\frac{1}{4}$	174	0	I	$9\frac{3}{4}$
56	0	0	7	116	0	I	$2\frac{1}{2}$	176	0	I	10
58	0	0	$7\frac{1}{4}$	118	0	I	$2\frac{3}{4}$	178	0	I	$10\frac{1}{4}$
60	0	0	$7\frac{1}{2}$	120	0	I	3	180	0	I	$10\frac{1}{2}$

at one Eighth, or half a Farthing per

half
ing

d.
3½
3½
3½
4
4½
4½
4½
5
5½
5½
5½
6
6½
6½
6½
7
7½
7½
7½
8
8½
8½
8½
9
9½
9½
9½
10
10½
10½

Tons	At $\frac{1}{8}$ or half a Farthing			Tons	At $\frac{1}{8}$ or half a Farthing			Tons	At $\frac{1}{8}$ or half a Farthing		
	<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>				
182	0	1	10½	242	0	2	6¼	302	0	3	1¼
184	0	1	11	244	0	2	6½	304	0	3	2
186	0	1	11¼	246	0	2	6¾	306	0	3	2½
188	0	1	11½	248	0	2	7	308	0	3	2¾
190	0	1	11¾	250	0	2	7¼	310	0	3	3
192	0	2	0	252	0	2	7½	312	0	3	3¼
194	0	2	0¼	254	0	2	7¾	314	0	3	3½
196	0	2	0½	256	0	2	8	316	0	3	3¾
198	0	2	0¾	258	0	2	8¼	318	0	3	4
200	0	2	1	260	0	2	8½	320	0	3	4¼
202	0	2	1¼	262	0	2	8¾	322	0	3	4½
204	0	2	1½	264	0	2	9	324	0	3	4¾
206	0	2	1¾	266	0	2	9¼	326	0	3	5
208	0	2	2	268	0	2	9½	328	0	3	5¼
210	0	2	2¼	270	0	2	9¾	330	0	3	5½
212	0	2	2½	272	0	2	10	332	0	3	5¾
214	0	2	2¾	274	0	2	10¼	334	0	3	6
216	0	2	3	276	0	2	10½	336	0	3	6¼
218	0	2	3¼	278	0	2	10¾	338	0	3	6½
220	0	2	3½	280	0	2	11	340	0	3	6¾
222	0	2	3¾	282	0	2	11¼	342	0	3	7
224	0	2	4	284	0	2	11½	344	0	3	7¼
226	0	2	4¼	286	0	2	11¾	346	0	3	7½
228	0	2	4½	288	0	3	0	348	0	3	7¾
230	0	2	4¾	290	0	3	0¼	350	0	3	8
232	0	2	5	292	0	3	0½	352	0	3	8¼
234	0	2	5¼	294	0	3	0¾	354	0	3	8½
236	0	2	5½	296	0	3	1	356	0	3	8¾
238	0	2	5¾	298	0	3	1¼	358	0	3	9
240	0	2	6	300	0	3	1½	360	0	3	9

Foulness and Buoy of the Cockle or *St.*
or Ton.

Tons	At one Far-thing			Tons	At one Far-thing			Tons	At one Far-thing		
	<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>
20	0	0	5	80	0	1	8	140	0	2	11
22	0	0	5	82	0	1	8	142	0	2	11
24	0	0	6	84	0	1	9	144	0	3	0
26	0	0	6	86	0	1	9	146	0	3	0
28	0	0	7	88	0	1	10	148	0	3	1
30	0	0	7	90	0	1	10	150	0	3	1
32	0	0	8	92	0	1	11	152	0	3	2
34	0	0	8	94	0	1	11	154	0	3	2
36	0	0	9	96	0	2	0	156	0	3	3
38	0	0	9	98	0	2	0	158	0	3	3
40	0	0	10	100	0	2	1	160	0	3	4
42	0	0	10	102	0	2	1	162	0	3	4
44	0	0	11	104	0	2	2	164	0	3	5
46	0	0	11	106	0	2	2	166	0	3	5
48	0	1	0	108	0	2	3	168	0	3	6
50	0	1	0	110	0	2	3	170	0	3	6
52	0	1	1	112	0	2	4	172	0	3	7
54	0	1	1	114	0	2	4	174	0	3	7
56	0	1	2	116	0	2	5	176	0	3	8
58	0	1	2	118	0	2	5	178	0	3	8
60	0	1	3	120	0	2	6	180	0	3	9
62	0	1	3	122	0	2	6	182	0	3	9
64	0	1	4	124	0	2	7	184	0	3	10
66	0	1	4	126	0	2	7	186	0	3	10
68	0	1	5	128	0	2	8	188	0	3	11
70	0	1	5	130	0	2	8	190	0	3	11
72	0	1	6	132	0	2	9	192	0	4	0
74	0	1	6	134	0	2	9	194	0	4	0
76	0	1	7	136	0	2	10	196	0	4	1
78	0	1	7	138	0	2	10	198	0	4	1

Nicholas Gatt, at one Farthing per Chalder

Tons	At one Farthing			Tons	At one Farthing			Tons	At one Farthing		
	<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>
200	0	4	2	260	0	5	5	320	0	6	8
202	0	4	2	262	0	5	5	322	0	6	8
204	0	4	3	264	0	5	6	324	0	6	9
206	0	4	3	266	0	5	6	326	0	6	9
208	0	4	4	268	0	5	7	328	0	6	10
210	0	4	4	270	0	5	7	330	0	6	10
212	0	4	5	272	0	5	8	332	0	6	11
214	0	4	5	274	0	5	8	334	0	6	11
216	0	4	6	276	0	5	9	336	0	7	0
218	0	4	6	278	0	5	9	338	0	7	0
220	0	4	7	280	0	5	10	340	0	7	1
222	0	4	7	282	0	5	10	342	0	7	1
224	0	4	8	284	0	5	11	344	0	7	2
226	0	4	8	286	0	5	11	346	0	7	2
228	0	4	9	288	0	6	0	348	0	7	3
230	0	4	9	290	0	6	0	350	0	7	3
232	0	4	10	292	0	6	1	352	0	7	4
234	0	4	10	294	0	6	1	354	0	7	4
236	0	4	11	296	0	6	2	356	0	7	5
238	0	4	11	298	0	6	2	358	0	7	5
240	0	5	0	300	0	6	3	360	0	7	6
242	0	5	0	302	0	6	3	362	0	7	6
244	0	5	1	304	0	6	4	364	0	7	7
246	0	5	1	306	0	6	4	366	0	7	7
248	0	5	2	308	0	6	5	368	0	7	8
250	0	5	2	310	0	6	5	370	0	7	8
252	0	5	3	312	0	6	6	372	0	7	9
254	0	5	3	314	0	6	6	374	0	7	9
256	0	5	4	316	0	6	7	376	0	7	10
258	0	5	4	318	0	6	7	378	0	7	10

*Buoyage and Beaconage, Spurn, Well,
Lizard and Scilly Lights at one Half-*

Tons	At one Halfpenny			Tons	At one Halfpenny			Tons	At one Halfpenny		
	<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>
20	0	0	10	80	0	3	4	140	0	5	10
22	0	0	11	82	0	3	5	142	0	5	11
24	0	1	0	84	0	3	6	144	0	6	0
26	0	1	1	86	0	3	7	146	0	6	1
28	0	1	2	88	0	3	8	148	0	6	2
30	0	1	3	90	0	3	9	150	0	6	3
32	0	1	4	92	0	3	10	152	0	6	4
34	0	1	5	94	0	3	11	154	0	6	5
36	0	1	6	96	0	4	0	156	0	6	6
38	0	1	7	98	0	4	1	158	0	6	7
40	0	1	8	100	0	4	2	160	0	6	8
42	0	1	9	102	0	4	3	162	0	6	9
44	0	1	10	104	0	4	4	164	0	6	10
46	0	1	11	106	0	4	5	166	0	6	11
48	0	2	0	108	0	4	6	168	0	7	0
50	0	2	1	110	0	4	7	170	0	7	1
52	0	2	2	112	0	4	8	172	0	7	2
54	0	2	3	114	0	4	9	174	0	7	3
56	0	2	4	116	0	4	10	176	0	7	4
58	0	2	5	118	0	4	11	178	0	7	5
60	0	2	6	120	0	5	0	180	0	7	6
62	0	2	7	122	0	5	1	182	0	7	7
64	0	2	8	124	0	5	2	184	0	7	8
66	0	2	9	126	0	5	3	186	0	7	9
68	0	2	10	128	0	5	4	188	0	7	10
70	0	2	11	130	0	5	5	190	0	7	11
72	0	3	0	132	0	5	6	192	0	8	0
74	0	3	1	134	0	5	7	194	0	8	1
76	0	3	2	136	0	5	8	196	0	8	2
78	0	3	3	138	0	5	9	198	0	8	3

Foulness, Harwich, Portland, Casketts,
penny per Chalder or Ton.

Tons	At one Halfpenny			Tons	At one Halfpenny			Tons	At one Halfpenny		
	<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>
200	0	8	4	260	0	10	10	320	0	13	4
202	0	8	5	262	0	10	11	322	0	13	5
204	0	8	6	264	0	11	0	324	0	13	6
206	0	8	7	266	0	11	1	326	0	13	7
208	0	8	8	268	0	11	2	328	0	13	8
210	0	8	9	270	0	11	3	330	0	13	9
212	0	8	10	272	0	11	4	332	0	13	10
214	0	8	11	274	0	11	5	334	0	13	11
216	0	9	0	276	0	11	6	336	0	14	0
218	0	9	1	278	0	11	7	338	0	14	1
220	0	9	2	280	0	11	8	340	0	14	2
222	0	9	3	282	0	11	9	342	0	14	3
224	0	9	4	284	0	11	10	344	0	14	4
226	0	9	5	286	0	11	11	346	0	14	5
228	0	9	6	288	0	12	0	348	0	14	6
230	0	9	7	290	0	12	1	350	0	14	7
232	0	9	8	292	0	12	2	352	0	14	8
234	0	9	9	294	0	12	3	354	0	14	9
236	0	9	10	296	0	12	4	356	0	14	10
238	0	9	11	298	0	12	5	358	0	14	11
240	0	10	0	300	0	12	6	360	0	15	0
242	0	10	1	302	0	12	7	362	0	15	1
244	0	10	2	304	0	12	8	364	0	15	2
246	0	10	3	306	0	12	9	366	0	15	3
248	0	10	4	308	0	12	10	368	0	15	4
250	0	10	5	310	0	12	11	370	0	15	5
252	0	10	6	312	0	13	0	372	0	15	6
254	0	10	7	314	0	13	1	374	0	15	7
256	0	10	8	316	0	13	2	376	0	15	8
258	0	10	9	318	0	13	3	378	0	15	9

*Spurn, Well, Winterton and Orford,
land, Caskets, Edystone, Lizard, Scilly,*
at 1 d per Chalder or Ton.

Tons	At one Penny			Tons	At one Penny			Tons	At one Penny		
	<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>
20	0	1	8	50	0	4	2	80	0	6	8
21	0	1	9	51	0	4	3	81	0	6	9
22	0	1	10	52	0	4	4	82	0	6	10
23	0	1	11	53	0	4	5	83	0	6	11
24	0	2	0	54	0	4	6	84	0	7	0
25	0	2	1	55	0	4	7	85	0	7	1
26	0	2	2	56	0	4	8	86	0	7	2
27	0	2	3	57	0	4	9	87	0	7	3
28	0	2	4	58	0	4	10	88	0	7	4
29	0	2	5	59	0	4	11	89	0	7	5
30	0	2	6	60	0	5	0	90	0	7	6
31	0	2	7	61	0	5	1	91	0	7	7
32	0	2	8	62	0	5	2	92	0	7	8
33	0	2	9	63	0	5	3	93	0	7	9
34	0	2	10	64	0	5	4	94	0	7	10
35	0	2	11	65	0	5	5	95	0	7	11
36	0	3	0	66	0	5	6	96	0	8	0
37	0	3	1	67	0	5	7	97	0	8	1
38	0	3	2	68	0	5	8	98	0	8	2
39	0	3	3	69	0	5	9	99	0	8	3
40	0	3	4	70	0	5	10	100	0	8	4
41	0	3	5	71	0	5	11	101	0	8	5
42	0	3	6	72	0	6	0	102	0	8	6
43	0	3	7	73	0	6	1	103	0	8	7
44	0	3	8	74	0	6	2	104	0	8	8
45	0	3	9	75	0	6	3	105	0	8	9
46	0	3	10	76	0	6	4	106	0	8	10
47	0	3	11	77	0	6	5	107	0	8	11
48	0	4	0	78	0	6	6	108	0	9	0
49	0	4	1	79	0	6	7	109	0	9	1

Harwich, Forelands, Dungeness, Port-Skerries, Flatholm and Milford Lights.

Tons	At one Penny			Tons	At one Penny			Tons	At one Penny		
	<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>				
110	0	9	2	140	0	11	8	170	0	14	2
111	0	9	3	141	0	11	9	171	0	14	3
112	0	9	4	142	0	11	10	172	0	14	4
113	0	9	5	143	0	11	11	173	0	14	5
114	0	9	6	144	0	12	0	174	0	14	6
115	0	9	7	145	0	12	1	175	0	14	7
116	0	9	8	146	0	12	2	176	0	14	8
117	0	9	9	147	0	12	3	177	0	14	9
118	0	9	10	148	0	12	4	178	0	14	10
119	0	9	11	149	0	12	5	179	0	14	11
120	0	10	0	150	0	12	6	180	0	15	0
121	0	10	1	151	0	12	7	181	0	15	1
122	0	10	2	152	0	12	8	182	0	15	2
123	0	10	3	153	0	12	9	183	0	15	3
124	0	10	4	154	0	12	10	184	0	15	4
125	0	10	5	155	0	12	11	185	0	15	5
126	0	10	6	156	0	13	0	186	0	15	6
127	0	10	7	157	0	13	1	187	0	15	7
128	0	10	8	158	0	13	2	188	0	15	8
129	0	10	9	159	0	13	3	189	0	15	9
130	0	10	10	160	0	13	4	190	0	15	10
131	0	10	11	161	0	13	5	191	0	15	11
132	0	11	0	162	0	13	6	192	0	16	0
133	0	11	1	163	0	13	7	193	0	16	1
134	0	11	2	164	0	13	8	194	0	16	2
135	0	11	3	165	0	13	9	195	0	16	3
136	0	11	4	166	0	13	10	196	0	16	4
137	0	11	5	167	0	13	11	197	0	16	5
138	0	11	6	168	0	14	0	198	0	16	6
139	0	11	7	169	0	14	1	199	0	16	7
								200	0	16	8

*Spurn, Winterton and Orford, Forelands,
and St. Beeshead, at two Pence per*

Tons	At two Pence			Tons	At two Pence			Tons	At two Pence		
	<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>
20	0	3	4	50	0	8	4	80	0	13	4
21	0	3	6	51	0	8	6	81	0	13	6
22	0	3	8	52	0	8	8	82	0	13	8
23	0	3	10	53	0	8	10	83	0	13	10
24	0	4	0	54	0	9	0	84	0	14	0
25	0	4	2	55	0	9	2	85	0	14	2
26	0	4	4	56	0	9	4	86	0	14	4
27	0	4	6	57	0	9	6	87	0	14	6
28	0	4	8	58	0	9	8	88	0	14	8
29	0	4	10	59	0	9	10	89	0	14	10
30	0	5	0	60	0	10	0	90	0	15	0
31	0	5	2	61	0	10	2	91	0	15	2
32	0	5	4	62	0	10	4	92	0	15	4
33	0	5	6	63	0	10	6	93	0	15	6
34	0	5	8	64	0	10	8	94	0	15	8
35	0	5	10	65	0	10	10	95	0	15	10
36	0	6	0	66	0	11	0	96	0	16	0
37	0	6	2	67	0	11	2	97	0	16	2
38	0	6	4	68	0	11	4	98	0	16	4
39	0	6	6	69	0	11	6	99	0	16	6
40	0	6	8	70	0	11	8	100	0	16	8
41	0	6	10	71	0	11	10	101	0	16	10
42	0	7	0	72	0	12	0	102	0	17	0
43	0	7	2	73	0	12	2	103	0	17	2
44	0	7	4	74	0	12	4	104	0	17	4
45	0	7	6	75	0	12	6	105	0	17	6
46	0	7	8	76	0	12	8	106	0	17	8
47	0	7	10	77	0	12	10	107	0	17	10
48	0	8	0	78	0	13	0	108	0	18	0
49	0	8	2	79	0	13	2	109	0	18	2

Dungeness, Edystone, Milford, Skerries,
Chalder or Ton.

Tons	At two Pence			Tons	At two Pence			Tons	At two Pence		
	<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>
110	0	18	4	140	1	3	4	170	1	8	4
111	0	18	6	141	1	3	6	171	1	8	6
112	0	18	8	142	1	3	8	172	1	8	8
113	0	18	10	143	1	3	10	173	1	8	10
114	0	19	0	144	1	4	0	174	1	9	0
115	0	19	2	145	1	4	2	175	1	9	2
116	0	19	4	146	1	4	4	176	1	9	4
117	0	19	6	147	1	4	6	177	1	9	6
118	0	19	8	148	1	4	8	178	1	9	8
119	0	19	10	149	1	4	10	179	1	9	10
120	1	0	0	150	1	5	0	180	1	10	0
121	1	0	2	151	1	5	2	181	1	10	2
122	1	0	4	152	1	5	4	182	1	10	4
123	1	0	6	153	1	5	6	183	1	10	6
124	1	0	8	154	1	5	8	184	1	10	8
125	1	0	10	155	1	5	10	185	1	10	10
126	1	1	0	156	1	6	0	186	1	11	0
127	1	1	2	157	1	6	2	187	1	11	2
128	1	1	4	158	1	6	4	188	1	11	4
129	1	1	6	159	1	6	6	189	1	11	6
130	1	1	8	160	1	6	8	190	1	11	8
131	1	1	10	161	1	6	10	191	1	11	10
132	1	2	0	162	1	7	0	192	1	12	0
133	1	2	2	163	1	7	2	193	1	12	2
134	1	2	4	164	1	7	4	194	1	12	4
135	1	2	6	165	1	7	6	195	1	12	6
136	1	2	8	166	1	7	8	196	1	12	8
137	1	2	10	167	1	7	10	197	1	12	10
138	1	3	0	168	1	8	0	198	1	13	0
139	1	3	2	169	1	8	2	199	1	13	2
								200	1	13	4

(36)
Southern Lights, &c. including

Tons	Trinity Dues			Lights, &c.		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
40	0	4	0	0	16	8
50	0	4	6	1	0	10
60	0	5	6	1	5	0
70	0	6	0	1	9	2
80	0	7	0	1	13	4
90	0	7	6	1	17	6
100	0	8	6	2	1	8
110	0	9	6	2	5	10
120	0	10	6	2	10	0
130	0	11	0	2	14	2
140	0	12	0	2	18	4
150	0	12	6	3	2	6
160	0	14	0	3	6	8
170	0	14	6	3	10	10
180	0	15	6	3	15	0
190	0	16	6	3	19	2
200	0	17	0	4	3	4
210	0	17	6	4	7	6
220	0	18	6	4	11	8
230	0	19	0	4	15	10
240	1	0	0	5	0	0
250	1	0	6	5	4	2
260	1	1	6	5	8	4
270	1	2	6	5	12	6
280	1	3	0	5	16	8
290	1	4	0	6	0	10
300	1	4	6	6	5	0
310	1	5	0	6	9	2
320	1	5	6	6	13	4
330	1	6	6	6	17	6

Ramsgate Harbour, inwards.

Total			Ramsgate			Total		
<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
1	1	8	0	10	0	1	11	8
1	6	4	0	12	6	1	18	10
1	11	6	0	15	0	2	6	6
1	16	2	0	17	6	2	13	8
2	1	4	1	0	0	3	1	4
2	6	0	1	2	6	3	8	6
2	12	2	1	5	0	3	17	2
2	17	4	1	7	6	4	4	10
3	2	6	1	10	0	4	12	6
3	7	2	1	12	6	4	19	8
3	12	4	1	15	0	5	7	4
3	17	0	1	17	6	5	14	6
4	2	8	2	0	0	6	2	8
4	7	4	2	2	6	6	9	10
4	12	6	2	5	0	6	17	6
4	17	8	2	7	6	7	5	2
5	3	4	2	10	0	7	13	4
5	8	0	2	12	6	8	0	6
5	13	2	2	15	0	8	8	2
5	17	10	2	17	6	8	15	4
6	3	0	3	0	0	9	3	0
6	7	8	3	2	6	9	10	2
6	12	10	3	5	0	9	17	10
6	18	0	3	7	6	10	5	6
7	2	8	3	10	0	10	12	8
7	7	10	3	12	6	11	0	4
7	13	6	1	5	0	8	18	6
7	18	2	1	5	10	9	4	0
8	2	10	1	6	8	9	9	6
8	8	0	1	7	6	9	15	6

(38)
Southern Lights, &c. including

Tons	Trinity Dues			Lights, &c.		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
340	1	7	0	7	1	8
350	1	8	6	7	5	10
360	1	10	0	7	10	0
370	1	10	6	7	14	2
380	1	11	6	7	18	4
390	1	12	6	8	2	6
400	1	13	6	8	6	8



Ramsgate Harbour, inwards.

Total			Ramsgate			Total		
<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
8	12	8	1	8	4	10	1	0
8	18	4	1	9	2	10	7	6
9	4	0	1	10	0	10	14	0
9	8	8	1	10	10	10	19	6
9	13	10	1	11	8	11	5	6
9	19	0	1	12	6	11	11	6
10	5	2	1	13	4	11	18	0



Southern Lights, including Ramsf-

Tons	Lights, &c.			Ramsgate			Total		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
40	0	16	8	0	10	0	1	6	8
50	1	0	10	0	12	6	1	13	4
60	1	5	0	0	15	0	2	0	0
70	1	9	2	0	17	6	2	6	8
80	1	13	4	1	0	0	2	13	4
90	1	17	6	1	2	6	3	0	0
100	2	1	8	1	5	0	3	6	8
110	2	5	10	1	7	6	3	13	4
120	2	10	0	1	10	0	4	0	0
130	2	14	2	1	12	6	4	6	8
140	2	18	4	1	15	0	4	13	4
150	3	2	6	1	17	6	5	0	0
160	3	6	8	2	0	0	5	6	8
170	3	10	10	2	2	6	5	13	4
180	3	15	0	2	5	0	6	0	0
190	3	19	2	2	7	6	6	6	8
200	4	3	4	2	10	0	6	13	4
210	4	7	6	2	12	6	7	0	0
220	4	11	8	2	15	0	7	6	8
230	4	15	10	2	17	6	7	13	4
240	5	0	0	3	0	0	8	0	0
250	5	4	2	3	2	6	8	6	8
260	5	8	4	3	5	0	8	13	4
270	5	12	6	3	7	6	9	0	0
280	5	16	8	3	10	0	9	6	8
290	6	0	10	3	12	6	9	13	4
300	6	5	0	3	15	0	10	0	0
310	6	9	2	1	5	10	7	15	0
320	6	13	4	1	6	8	8	0	0
330	6	17	6	1	7	6	8	5	0

gate Harbour, outwards.

Tons	Lights, &c.			Ramsgate			Total		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
340	7	1	8	1	8	4	8	10	0
350	7	5	10	1	9	2	8	15	0
360	7	10	0	1	10	0	9	0	0
370	7	14	2	1	10	10	9	5	0
380	7	18	4	1	11	8	9	10	0
390	8	2	6	1	12	6	9	15	0
400	8	6	8	1	13	4	10	0	0



(42)
Inwards.

Tons	Lights, &c.			Ramsgate			Total		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
40	1	0	0	0	10	0	1	10	0
50	1	4	3	0	12	6	1	16	9
60	1	9	0	0	15	0	2	4	0
70	1	13	3	0	17	6	2	10	9
80	1	18	0	1	0	0	2	18	0
90	2	2	3	1	2	6	3	4	9
100	2	8	0	1	5	0	3	13	0
110	2	12	9	1	7	6	4	0	3
120	2	17	6	1	10	0	4	7	6
130	3	1	9	1	12	6	4	14	3
140	3	6	6	1	15	0	5	1	6
150	3	10	9	1	17	6	5	8	3
160	3	16	0	2	0	0	5	16	0
170	4	0	3	2	2	6	6	2	9
180	4	5	0	2	5	0	6	10	0
190	4	9	9	2	7	6	6	17	3
200	4	15	0	2	10	0	7	5	0
210	4	19	3	2	12	6	7	11	9
220	5	4	0	2	15	0	7	19	0
230	5	8	3	2	17	6	8	5	9
240	5	13	0	3	0	0	8	13	0
250	5	17	3	3	2	6	8	19	9
260	6	2	0	3	5	0	9	7	0
270	6	6	9	3	7	6	9	14	3
280	6	11	0	3	10	0	10	1	0
290	6	15	9	3	12	6	10	8	3
300	7	1	0	1	5	0	8	6	0

(43)
Outwards.

Tons	Lights, &c.			Ramsgate			Total		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
40	0	15	0	0	10	0	1	5	0
50	0	18	9	0	12	6	1	11	3
60	1	2	6	0	15	0	1	17	6
70	1	6	3	0	17	6	2	3	9
80	1	10	0	1	0	0	2	10	0
90	1	13	9	1	2	6	2	16	3
100	1	17	6	1	5	0	3	2	6
110	2	1	3	1	7	6	3	8	9
120	2	5	0	1	10	0	3	15	0
130	2	8	9	1	12	6	4	1	3
140	2	12	6	1	15	0	4	7	6
150	2	16	3	1	17	6	4	13	9
160	3	0	0	2	0	0	5	0	0
170	3	3	9	2	2	6	5	6	3
180	3	7	6	2	5	0	5	12	6
190	3	11	3	2	7	6	5	18	9
200	3	15	0	2	10	0	6	5	0
210	3	18	9	2	12	6	6	11	3
220	4	2	6	2	15	0	6	17	6
230	4	6	3	2	17	6	7	3	9
240	4	10	0	3	0	0	7	10	0
250	4	13	9	3	2	6	7	16	3
260	4	17	6	3	5	0	8	2	6
270	5	1	3	3	7	6	8	8	9
280	5	5	0	3	10	0	8	15	0
290	5	8	9	3	12	6	9	1	3
300	5	12	6	4	5	0	6	17	6

Southern Lights, and Trinity Dues, inwards.

Tons	Nore Light.			Trinity Dues			Lights, &c.			Total		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
40	0	1	0	0	4	0	0	15	0	1	0	0
50	0	1	0	0	4	6	0	18	9	1	4	3
60	0	1	0	0	5	6	1	2	6	1	9	0
70	0	1	0	0	6	0	1	6	3	1	13	3
80	0	1	0	0	7	0	1	10	0	1	18	0
90	0	1	0	0	7	6	1	13	9	2	2	3
100	0	2	0	0	8	6	1	17	6	2	8	0
110	0	2	0	0	9	6	2	1	3	2	12	9
120	0	2	0	0	10	6	2	5	0	2	17	6
130	0	2	0	0	11	0	2	8	9	3	1	9
140	0	2	0	0	12	0	2	12	6	3	6	6
150	0	2	0	0	12	6	2	16	3	3	10	9
160	0	2	0	0	14	0	3	0	0	3	16	0
170	0	2	0	0	14	6	3	3	9	4	0	3
180	0	2	0	0	15	6	3	7	6	4	5	0
190	0	2	0	0	16	6	3	11	3	4	9	9
200	0	3	0	0	17	0	3	15	0	4	15	0
210	0	3	0	0	17	6	3	18	9	4	19	3
220	0	3	0	0	18	6	4	2	6	5	4	0
230	0	3	0	0	19	0	4	6	3	5	8	3
240	0	3	0	1	0	0	4	10	0	5	13	0
250	0	3	0	1	0	6	4	13	9	5	17	3
260	0	3	0	1	1	6	4	17	6	6	2	0
270	0	3	0	1	2	6	5	1	3	6	6	9
280	0	3	0	1	3	0	5	5	0	6	11	0
290	0	3	0	1	4	0	5	8	9	6	15	9
300	0	4	0	1	4	6	5	12	6	7	1	0

India Ships Trinity Duties.

Tons					<i>l.</i>	<i>s.</i>	<i>d.</i>
300	—	—	—	—	1	6	0
340	—	—	—	—	1	10	0
350	—	—	—	—	1	10	6
360	—	—	—	—	1	11	6
370	—	—	—	—	1	13	6
380	—	—	—	—	1	14	0
390	—	—	—	—	1	15	0
400	—	—	—	—	1	18	0
410	—	—	—	—	1	18	0
420	—	—	—	—	1	18	6
430	—	—	—	—	1	19	0
440	—	—	—	—	2	0	0
450	—	—	—	—	2	1	0
460	—	—	—	—	2	2	0
470	—	—	—	—	2	3	0
480	—	—	—	—	2	4	0
490	—	—	—	—	2	5	0
500	—	—	—	—	2	6	6
510	—	—	—	—	2	7	6
520	—	—	—	—	2	8	6
530	—	—	—	—	2	9	6
540	—	—	—	—	2	11	0
550	—	—	—	—	2	12	0
560	—	—	—	—	2	13	6
570	—	—	—	—	2	14	6
580	—	—	—	—	2	15	0
590	—	—	—	—	2	16	0
600	—	—	—	—	2	17	0
620	—	—	—	—	2	18	0
630	—	—	—	—	2	19	0
650	—	—	—	—	3	1	6

*Northern Lights, including St.
Spurn.*

Tons	Trinity Dues			Lights, &c.			Total		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
40	0	4	6	0	7	11	0	13	11
50	0	5	6	0	9	10	0	16	10
60	0	6	6	0	11	10	0	19	10
70	0	7	6	0	13	9	1	2	9
80	0	8	6	0	15	10	1	5	10
90	0	9	6	0	17	10	1	8	9
100	0	10	6	0	19	9	1	13	3
110	0	11	6	1	1	8	1	16	2
120	0	12	6	1	3	9	1	19	3
130	0	13	6	1	5	8	2	2	2
140	0	14	6	1	7	8	2	5	2
150	0	15	6	1	9	7	2	8	1
160	0	16	6	1	11	8	2	11	2
170	0	17	6	1	13	7	2	14	1
180	0	18	6	1	15	7	2	17	1
190	0	19	6	1	17	6	3	0	0
200	1	0	0	1	19	7	3	3	7
210	1	1	0	2	1	6	3	6	6
220	1	2	0	2	3	6	3	9	6
230	1	2	6	2	5	5	3	11	11
240	1	4	0	2	7	6	3	15	6
250	1	4	6	2	9	5	3	17	11
260	1	5	0	2	11	5	4	0	5
270	1	6	0	2	13	4	4	3	4
280	1	6	6	2	15	5	4	5	11
290	1	7	6	2	17	4	4	8	10
300	1	8	6	2	19	4	4	12	10
310	1	9	0	3	1	3	4	15	3
320	1	10	0	3	3	4	4	18	4
330	1	10	6	3	5	3	5	0	9

Nicholas Gatt, and exclusive of

Tons	Trinity Dues			Lights, &c.			Total		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
340	1	13	0	3	7	3	5	5	3
350	1	13	6	3	9	2	5	7	8
360	1	14	6	3	11	3	5	10	9
370	1	15	0	3	13	2	5	13	2
380	1	15	6	3	15	2	5	15	8
390	1	16	0	3	17	1	5	18	1
400	1	18	0	3	19	2	6	3	2
410	1	18	6	4	1	1	6	5	7
420	1	19	6	4	3	1	6	8	7
430	2	0	0	4	5	0	6	11	7
460	2	4	0	4	11	0	7	1	0



Northern Lights, including
inwards.

Tons	Trinity Dues			Lights, &c.			Total		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
40	0	4	6	0	9	7	0	15	7
50	0	5	6	0	11	11	0	18	11
60	0	6	6	0	14	4	1	2	4
70	0	7	6	0	16	8	1	5	8
80	0	8	6	0	19	2	1	9	2
90	0	9	6	1	1	6	1	12	6
100	0	10	6	1	3	11	1	17	5
110	0	11	6	1	6	3	2	0	9
120	0	12	6	1	8	9	2	4	3
130	0	13	6	1	11	1	2	7	7
140	0	14	6	1	13	6	2	11	0
150	0	15	6	1	15	10	2	14	4
160	0	16	6	1	18	4	2	17	10
170	0	17	6	2	0	8	3	1	2
180	0	18	6	2	3	1	3	4	7
190	0	19	6	2	5	5	3	7	11
200	1	0	0	2	7	11	3	11	11
210	1	1	0	2	10	3	3	15	3
220	1	2	0	2	12	8	3	18	8
230	1	2	6	2	15	0	4	1	6
240	1	4	0	2	17	6	4	5	6
250	1	4	6	2	19	10	4	8	4
260	1	5	0	3	2	3	4	11	3
270	1	6	0	3	4	7	4	14	7
280	1	6	6	3	7	1	4	17	7
290	1	7	6	3	9	5	5	0	11
300	1	8	6	3	11	10	5	5	4
310	1	9	0	3	14	2	5	8	2
320	1	10	0	3	16	8	5	11	8
330	1	10	6	3	19	0	5	14	6

Spurn and St. Nicholas Gatt,

Tons	Trinity Dues			Lights, &c.			Total		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
340	1	13	0	4	1	5	5	19	5
350	1	13	6	4	3	9	6	2	3
360	1	14	6	4	6	3	6	5	9
370	1	15	0	4	8	7	6	8	7
380	1	15	6	4	11	0	6	11	6
390	1	16	0	4	13	4	6	14	4
400	1	18	0	4	15	10	6	19	10
410	1	18	6	4	18	2	7	2	8



A Table of the *Trinity House Duties* for

Southward.

Tons	Loadsmen			Men			Buoyage & Beaconage			Total		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
12	0	0	0	0	0	0	0	1	0	0	1	0
18	0	0	0	0	0	0	0	1	6	0	1	6
20	0	0	8	0	0	4	0	0	6	0	1	6
24	0	0	10	0	0	8	0	1	0	0	2	6
30	0	1	0	0	1	0	0	1	0	0	3	0
40	0	1	4	0	1	2	0	1	6	0	4	0
50	0	1	8	0	1	4	0	1	6	0	4	6
60	0	2	0	0	1	6	0	2	0	0	5	6
70	0	2	4	0	1	8	0	2	0	0	6	0
80	0	2	8	0	1	10	0	2	6	0	7	0
90	0	3	0	0	2	0	0	2	6	0	7	6
100	0	3	4	0	2	2	0	3	0	0	8	6
110	0	3	8	0	2	4	0	3	6	0	9	6
120	0	4	0	0	2	6	0	4	0	0	10	6
130	0	4	4	0	2	8	0	4	0	0	11	0
140	0	4	8	0	2	10	0	4	6	0	12	0
150	0	5	0	0	3	0	0	4	6	0	12	6
160	0	5	4	0	3	8	0	5	0	0	14	0
170	0	5	8	0	3	4	0	5	6	0	14	6
180	0	6	0	0	4	0	0	5	6	0	15	6
190	0	6	4	0	4	6	0	5	8	0	16	6
200	0	6	8	0	4	4	0	6	0	0	17	0
210	0	7	0	0	4	0	0	6	6	0	17	6

English Entries.

Northward.

Tons	Loadsmen			Men			Buoyage & Beaconage			Total		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
12	0	0	0	0	0	0	0	1	0	0	1	0
18	0	0	0	0	0	0	0	1	6	0	1	6
20	0	0	8	0	0	4	0	1	0	0	2	0
24	0	0	10	0	0	6	0	1	8	0	3	0
30	0	1	0	0	0	8	0	1	10	0	3	6
40	0	1	4	0	0	10	0	2	4	0	4	6
50	0	1	8	0	1	2	0	2	8	0	5	6
60	0	2	0	0	1	2	0	3	4	0	6	6
70	0	2	4	0	1	4	0	3	10	0	7	6
80	0	2	8	0	1	6	0	4	4	0	8	6
90	0	3	0	0	1	8	0	4	10	0	9	6
100	0	3	4	0	1	10	0	5	4	0	10	6
110	0	3	8	0	1	10	0	6	0	0	11	6
120	0	4	0	0	2	0	0	6	6	0	12	6
130	0	4	4	0	2	2	0	7	0	0	13	6
140	0	4	8	0	2	4	0	7	6	0	14	6
150	0	5	0	0	2	6	0	8	0	0	15	6
160	0	5	4	0	2	8	0	8	6	0	16	6
170	0	5	8	0	2	10	0	9	0	0	17	6
180	0	6	0	0	3	0	0	9	6	0	18	0
190	0	6	4	0	3	2	0	10	0	0	19	6
200	0	6	8	0	2	8	0	10	8	1	0	0
210	0	7	0	0	2	10	0	11	2	1	1	0

A Table of the *Trinity House Duties* for

Southward.

Tons	Loadsmen			Men			Buoyage & Beaconage			Total		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
220	0	7	4	0	4	2	0	7	0	0	18	6
230	0	7	8	0	4	4	0	7	0	0	19	0
240	0	8	0	0	4	6	0	7	6	1	0	0
250	0	8	4	0	4	8	0	7	6	1	0	6
260	0	8	8	0	4	10	0	8	0	1	1	6
270	0	9	0	0	5	2	0	8	4	1	2	6
280	0	9	4	0	5	2	0	8	6	1	3	0
290	0	9	8	0	5	4	0	9	0	1	4	0
300	0	10	0	0	5	6	0	9	0	1	4	6
320	0	10	8	0	5	4	0	9	6	1	5	6
340	0	11	4	0	5	8	0	10	0	1	7	0
350	0	11	8	0	6	4	0	10	6	1	8	6
360	0	12	0	0	7	0	0	11	0	1	10	0
380	0	12	8	0	7	4	0	11	6	1	11	6
400	0	13	4	0	8	2	0	12	0	1	13	6
420	0	14	0	0	8	6	0	12	6	1	15	0
440	0	14	8	0	8	10	0	13	0	1	16	6
450	0	15	0	0	9	6	0	13	6	1	18	0
460	0	15	4	0	9	8	0	14	0	1	19	0
480	0	16	0	0	10	0	0	15	0	2	1	0
500	0	16	8	0	10	4	0	15	0	2	2	0
550	0	18	4	0	10	8	0	16	6	2	5	6
600	1	0	0	0	13	6	0	18	0	2	11	6
750	1	5	0	0	12	6	1	2	6	3	0	0

English Entries.

Northward.

Tons	Loadsmen			Men			Buoyage & Beaconsage			Total		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
220	0	7	4	0	2	8	0	12	0	1	2	0
230	0	7	8	0	2	6	0	12	4	1	2	6
240	0	8	0	0	3	0	0	13	0	1	4	0
250	0	8	4	0	2	8	0	13	6	1	4	6
260	0	8	8	0	2	4	0	14	0	1	5	0
270	0	9	0	0	2	6	0	14	6	1	6	0
280	0	9	4	0	2	2	0	15	0	1	6	6
290	0	9	8	0	2	4	0	15	6	1	7	6
300	0	10	0	0	2	6	0	16	0	1	8	6
320	0	10	8	0	2	4	0	17	0	1	10	0
340	0	11	4	0	3	4	0	18	4	1	13	0
350	0	11	8	0	3	0	0	18	10	1	13	6
360	0	12	0	0	3	6	0	19	0	1	14	6
380	0	12	8	0	2	10	1	0	0	1	15	6
400	0	13	4	0	3	4	1	1	4	1	18	0
420	0	14	0	0	3	6	1	2	0	1	19	6
440	0	14	8	0	3	8	1	2	8	2	1	0
450	0	15	0	0	4	0	1	4	0	2	3	0
460	0	15	4	0	4	2	1	4	6	2	4	0
480	0	16	0	0	4	6	1	5	6	2	6	0
500	0	16	8	0	4	8	1	6	8	2	8	0
550	0	18	4	0	4	10	1	9	4	2	12	6
600	1	0	0	0	8	0	1	12	0	3	0	0

Ships and Vessels, Colliers or Coasters, that
 pay *Castor* and *Lowestoff* Lights, if they
 and Beaconage is to be taken by the
 A Table of Buoyage and Beaconage, in-

Chalders or Tons	Buoyage and Beaconage			Chalders or Tons	Buoyage and Beaconage			Chalders or Tons	Buoyage and Beaconage		
	<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>
20	0	2	2	50	0	4	11	80	0	7	8
21	0	2	3	51	0	5	0	81	0	7	9
22	0	2	4	52	0	5	1	82	0	7	10
23	0	2	5	53	0	5	2	83	0	7	11
24	0	2	6	54	0	5	3	84	0	8	0
25	0	2	7	55	0	5	4	85	0	8	1
26	0	2	8	56	0	5	5	86	0	8	2
27	0	2	9	57	0	5	6	87	0	8	3
28	0	2	10	58	0	5	7	88	0	8	4
29	0	2	11	59	0	5	8	89	0	8	5
30	0	3	1	60	0	5	10	90	0	8	7
31	0	3	2	61	0	5	11	91	0	8	8
32	0	3	3	62	0	6	0	92	0	8	9
33	0	3	4	63	0	6	1	93	0	8	10
34	0	3	5	64	0	6	2	94	0	8	11
35	0	3	6	65	0	6	3	95	0	9	0
36	0	3	7	66	0	6	4	96	0	9	1
37	0	3	8	67	0	6	5	97	0	9	2
38	0	3	9	68	0	6	6	98	0	9	3
39	0	3	10	69	0	6	7	99	0	9	4
40	0	4	0	70	0	6	9	100	0	9	6
41	0	4	1	71	0	6	10	101	0	9	7
42	0	4	2	72	0	6	11	102	0	9	8
43	0	4	3	73	0	7	0	103	0	9	9
44	0	4	4	74	0	7	1	104	0	9	10
45	0	4	5	75	0	7	2	105	0	9	11
46	0	4	6	76	0	7	3	106	0	10	0
47	0	4	7	77	0	7	4	107	0	10	1
48	0	4	8	78	0	7	5	108	0	10	2
49	0	4	9	79	0	7	6	109	0	10	3

clear short of *Yarmouth*, and do not come to the Port of *London*, the Buoyage following Table.

cluding *Castor* and *Lowestoff* Lights.

Chalders or Tons	Buoyage and Beaconage			Chalders or Tons	Buoyage and Beaconage			Chalders or Tons	Buoyage and Beaconage		
	<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>
110	0	10	5	140	0	13	2	170	0	15	11
111	0	10	6	141	0	13	3	171	0	16	0
112	0	10	7	142	0	13	4	172	0	16	1
113	0	10	8	143	0	13	5	173	0	16	2
114	0	10	9	144	0	13	6	174	0	16	3
115	0	10	10	145	0	13	7	175	0	16	4
116	0	10	11	146	0	13	8	176	0	16	5
117	0	11	0	147	0	13	9	177	0	16	6
118	0	11	1	148	0	13	10	178	0	16	7
119	0	11	2	149	0	13	11	179	0	16	8
120	0	11	4	150	0	14	1	180	0	16	10
121	0	11	5	151	0	14	2	181	0	16	11
122	0	11	6	152	0	14	3	182	0	17	0
123	0	11	7	153	0	14	4	183	0	17	1
124	0	11	8	154	0	14	5	184	0	17	2
125	0	11	9	155	0	14	6	185	0	17	3
126	0	11	10	156	0	14	7	186	0	17	4
127	0	11	11	157	0	14	8	187	0	17	5
128	0	12	0	158	0	14	9	188	0	17	6
129	0	12	1	159	0	14	10	189	0	17	7
130	0	12	3	160	0	15	0	190	0	17	9
131	0	12	4	161	0	15	1	191	0	17	10
132	0	12	5	162	0	15	2	192	0	17	11
133	0	12	6	163	0	15	3	193	0	18	0
134	0	12	7	164	0	15	4	194	0	18	1
135	0	12	8	165	0	15	5	195	0	18	2
136	0	12	9	166	0	15	6	196	0	18	3
137	0	12	10	167	0	15	7	197	0	18	4
138	0	12	11	168	0	15	8	198	0	18	5
139	0	13	0	169	0	15	9	199	0	18	6

The Table of Buoyage and Beaconage, &c. continued.

Chalders or Tons	Buoyage and Beaconage			Chalders or Tons	Buoyage and Beaconage			Chalders or Tons	Buoyage and Beaconage		
	<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>
200	0	18	8	220	1	0	6	240	1	2	4
201	0	18	9	221	1	0	7	241	1	2	5
202	0	18	10	222	1	0	8	242	1	2	6
203	0	18	11	223	1	0	9	243	1	2	7
204	0	19	0	224	1	0	10	244	1	2	8
205	0	19	1	225	1	0	11	245	1	2	9
206	0	19	2	226	1	1	0	246	1	2	10
207	0	19	3	227	1	1	1	247	1	2	11
208	0	19	4	228	1	1	2	248	1	3	0
209	0	19	5	229	1	1	3	249	1	3	1
210	0	19	7	230	1	1	5	250	1	3	3
211	0	19	8	231	1	1	6	251	1	3	4
212	0	19	9	232	1	1	7	252	1	3	5
213	0	19	10	233	1	1	8	253	1	3	6
214	0	19	11	234	1	1	9	254	1	3	7
215	1	0	0	235	1	1	10	255	1	3	8
216	1	0	1	236	1	1	11	256	1	3	9
217	1	0	2	237	1	2	0	257	1	3	10
218	1	0	3	238	1	2	1	258	1	3	11
219	1	0	4	239	1	2	2	259	1	4	0

N. B. But as before observed on Page 21, when Colliers and Coasters clear at any Port, either to the Northward or Westward, if they have paid Castor and Lowestoff Lights, and come to London, the Buoyage and Beaconage is to be received by the Table on Page 30.

Note also, That when Ships pay their Castor and Lowestoff Lights at the clearing Port, the Castor and Lowestoff Lights are taken by the following Table.

The

The Table for *Castor* and *Lowestoff*
 Lights, at 1s. per every 100
 Tons, and 4d. per Ship.

Tons	l.	s.	d.	Tons	l.	s.	d.
20	0	0	6 $\frac{2}{5}$	270	0	3	0 $\frac{2}{5}$
25	0	0	7	280	0	3	1 $\frac{2}{5}$
30	0	0	7 $\frac{3}{5}$	290	0	3	2 $\frac{2}{5}$
40	0	0	8 $\frac{4}{5}$	300	0	3	4
50	0	0	10	310	0	3	5 $\frac{1}{5}$
60	0	0	11 $\frac{1}{5}$	320	0	3	6 $\frac{2}{5}$
70	0	1	0 $\frac{2}{5}$	330	0	3	7 $\frac{3}{5}$
80	0	1	1 $\frac{3}{5}$	340	0	3	8 $\frac{4}{5}$
90	0	1	2 $\frac{4}{5}$	350	0	3	10
100	0	1	4	360	0	3	11 $\frac{1}{5}$
110	0	1	5 $\frac{1}{5}$	370	0	4	0 $\frac{2}{5}$
120	0	1	6 $\frac{2}{5}$	380	0	4	1 $\frac{3}{5}$
130	0	1	7 $\frac{3}{5}$	390	0	4	2 $\frac{4}{5}$
140	0	1	8 $\frac{4}{5}$	400	0	4	4
150	0	1	10	420	0	4	6 $\frac{2}{5}$
160	0	1	11 $\frac{1}{5}$	440	0	4	8 $\frac{4}{5}$
170	0	2	0 $\frac{2}{5}$	450	0	4	10
180	0	2	1	460	0	4	11 $\frac{1}{5}$
190	0	2	2 $\frac{2}{5}$	480	0	5	1 $\frac{3}{5}$
200	0	2	4	500	0	5	4
210	0	2	5 $\frac{1}{5}$	520	0	5	6 $\frac{2}{5}$
220	0	2	6 $\frac{2}{5}$	540	0	5	8 $\frac{4}{5}$
230	0	2	7 $\frac{3}{5}$	550	0	5	10
240	0	2	8 $\frac{4}{5}$	560	0	5	11 $\frac{1}{5}$
250	0	2	10	580	0	6	1 $\frac{3}{5}$
260	0	2	11 $\frac{1}{5}$	600	0	6	4

The following Account being given me by a Gentleman conversant in the Sunderland Trade, I thought it might not be unacceptable, to insert it, as it may be of use to some, and help to explain the foregoing Tables.

An Account of Light-House Duties, Pier Dues, Beaconage, &c. received at the Custom-House, Sunderland, for a Ship clearing from thence to the Land's End of England

Names of the Lights, &c.	How much received per Chald. or Ship.
	<i>s. d.</i>
Cocket and Bond — — —	— — 6 0
Gymouth Light — — —	— — 1 0
New Castle Trinity-House Light	— — 0 8
Sund: Anchorage and Beaconage	— — 1 2
Tees Buoys and Beacons — —	{ 20 Cha. or above 0 6 If under --- 0 4 $\frac{1}{2}$ d per Chald.
Whitby Piers — — —	
Scarborough Old Pier — —	{ 20 Cha. or above 0 8 If under --- 0 4 $\frac{1}{2}$ d per Chald.
Scarborough Piers Duty —	
Bridlington Piers — — —	{ Sunderland Ships are exempted from this $\frac{1}{2}$ d per Chald. $\frac{1}{2}$ d per Chald. 1 d per Chald. 1 d per Chald. 2 d per Chald.
Spurn Light — — —	
Well Light — — —	
Winterton and Orford Lights —	

An Account of Light Duties, &c. continued.

Names of the Lights, &c.	How much received per Chald. or Ship.
Foulness Lights ———	½ d per Chald.
Castor Lowestoff and little Winterton Lights ———	} According to the Table 
St. Nicholas Gatt ———	¾ d per Chald.
Harwich Lights ———	1 d per Chald.
Foreland Lights ———	2 d per Chald.
Dover, Rye and Ramsgate Harbour Dues ———	} 3 d per Chald.
Dungeness Light ———	2 d per Chald.
Portland Light ———	} 1 d per Cha. over-sea
Casket Light ———	} 1 s per Ship coastways
Edystone Light ———	} 1 d per Cha. over-sea
Edystone Light ———	} 1 s per Ship coastways
Edystone Light ———	} 2 d per Cha. over sea
Edystone Light ———	} 2 s per Ship coastways
Scilly Lights ———	} 1 d per Cha. over-sea
Scilly Lights ———	} 1 s per Ship coastways
Lizard Light ———	} Coasting Vessels under 20 Tons 1 s
Lizard Light ———	} 30 and upwards
Lizard Light ———	} 2 s. Ships in the Foreign Trade ½ d
Lizard Light ———	} per Ton, or 1 d
Lizard Light ———	} per Chald.

Monthly Bill or Greenwich Hospital, 6 d per Month for each Sailor.

For disabled Seamen in the Merchants Service, 6 d per Month for each Sailor.

This latter Article viz. for disabled Seamen, is what they call the Muster-Roll, and is not received every Voyage but at certain Times, it is not 6 d for every Month in the Year, but only for the Time the Ship is upon her Voyage ; which the Master makes a Memorandum of, upon the back of his Monthly Bill.

According to Mr. Daniel's Book, Ships belonging to the Inhabitants of Yarmouth, were exempt from Whitby and Scarborough Pier Duties, which was $\frac{3}{4}$ per Chalder ; and since that there is $\frac{1}{4}$ per Chalder laid on for Whitby. Vide also Page (20.)



Castor, Lowestoff, and Little Winter-
ton Lights, according to the following
Table. Vide Page 59.

Chalders.	s.	d.	Chalders.	s.	d.
6, 7, 8, 9,	1	0	112, 113, 114, 115,	4	2
10, 11, 12, 13,	1	1	116, 117, 118, 119,	4	3
14, 15, 16, 17,	1	2	120, 121, 122, 123,	4	4
18, 19, 20, 21,	1	3	124, 125, 126, }	4	5
22, 23, 24, 25,	1	4	127, 128, }	4	5
26, 27, 28, 29,	1	5	129, 130, 131, 132,	4	6
30, 31, 32, 33,	1	6	133, 134, 135, 136,	4	7
34, 35, 36, 37,	1	7	137, 138, 139,	4	8
38, 39, 40, 41,	1	8	140, 141, 142, 143,	4	9
42, 43, 44, 45,	1	9	144, 145, 146, }	4	10
46, 47, 48, 49,	1	10	147, 148, 149,	4	10
50, 51, 52, 53,	2	5	150, 151, 152, 153,	5	5
54, 55, 56, 57,	2	6	154, 155, 156, 157,	5	6
58, 59, 60, 61,	2	7	158, 159, 160, 161,	5	7
62, 63, 64, 65,	2	8	162, 163, 164, 165,	5	8
66, 67, 68, 69,	2	9	166, 167, 168, 169,	5	9
70, 71, 72, 73,	2	10	170, 171, 172, 173,	5	10
74, 75, 76, 77,	2	11	174, 175, 176, 177,	5	11
78, 79, 80, 81,	3	0	178, 179, 180, 181,	6	0
82, 83, 84, 85,	3	1	182, 183, 184, 185,	6	1
86, 87, 88, 89,	3	2	186, 187, 188, 189,	6	2
90, 91, 92, 93,	3	3	190, 191, 192, 193,	6	3
94, 95, 96, 97,	3	4	194, 195, 196, 197,	6	4
98, 99,	3	5	198, 199,	6	5
100, 101, 102, 103,	3	11	200, 201, 202, 203,	7	0
104, 105, 106, 107,	4	0	And so on for any greater Number of Chalders.		
108, 109, 110, 111,	4	1			

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Nore Light Table for
Colliers.

Chalders	<i>l.</i>	<i>s.</i>	<i>d.</i>
49	0	1	0
50	0	2	0
99	0	2	0
100	0	3	0
149	0	3	0
150	0	4	0
199	0	4	0
200	0	5	0
249	0	5	0
250	0	6	0



Directions relative to Ships passing the several Lights, and the Duties due thereon.

1. Ships from Foreign Ports ; care should be taken upon arrival, to note when and where they make the Land, in order to be certain what Lights are passed ; as also to give Account of the course of the Voyage both *out* and *in*.

2. The Duties due to the

Edystone	}	Lights
Portland		
Caskets		
Lizard		
Scilly		
Milford		
Dudgeon Shoal or Well		
Foulness		
Winterton Small		
Castor and Lowestoff	}	
Buoyage and Beaconage		
St. Nicholas Gatt		

are payable only once for each respective Voyage *Out* and *In*, but a single Passage subjects every Master to the Payment of the full Duties before-mentioned

3. All Ships are to be rated, *British* and *Foreign*, according to their full Burthen, and the Masters thereof to pay for every time they pass by the above Lights whether laden or empty.

4. In

4. In order to obviate any Doubt that may arise with respect to the Circumstances of a Ships stretching off from, or coming in with the Land, and to form an Idea of the Duties due from Ships passing each Light, according to the respective Voyage. It is to be observed that Ships bound to *Hambro, Bremen, Embden, Amsterdam,* pay to

Harwich	} Lights
Orford	
St. Nicholas Gatt	
Trinity Dues	

Rotterdam Ships the same, except St. Nicholas Gatt.

Ships bound to *Norway, Dantzick, Petersburg* and *Gottenbro,* pay to

Winterton and Orford	} Lights
Harwich	
Well	
Foulness	
St. Nicholas Gatt	

Ships bound to *Hudsons Bay,* pay to

Spurn	} Lights
Tinmouth	

Ships

Ships bound to Greenland, pay to

Spurn
Tinmouth

} Lights

*Ships bound to Ostend, Calais, Dunkirk, and
Middlebro' pay*

Foreland Light

*Ships bound to Caen, Rouen, Dieppe, St. Vallery,
and all Normandy pay*

Foreland and
Dungeness
Haver d'Grace the same

} Lights

*Ships bound to Guernsey, Jersey, and Alderney,
pay*

Foreland
Dungeness
Casket

} Lights

*Ships bound to Dublin, Drogheda, Londonderry,
Carlingford, Colerain, Belfast, Newry, and
Larone pay*

Milford
Skerries

} Lights

K

Ships

Ships bound to *Zealand* pay

Foreland Light

Ships bound to *Ostend* and *Dunkirk* do not pay
Ramsgate Harbour

EXAMPLE I.

The *Good Intent*, John Williams, from *Gottenburg*, Burthen 100 Tons.

		<i>l.</i>	<i>s.</i>	<i>d.</i>
Trinity-House Duties	_____	0	10	6
St. Nicholas Gatt	_____	$\frac{1}{2}$	0	1 0
Spurn	_____	$\frac{1}{2}$	0	4 2
Foulness	_____	$\frac{1}{4}$	0	2 1
Well	_____	$\frac{1}{2}$	0	4 2
Winterton and Orford	_____	1 d	0	8 4
Winterton small	_____	0	1	0
Harwich	_____	$\frac{1}{2}$	0	4 2
Nore	_____	0	2	0
		£	1 17	5

Total as by Table Page 48.

The

The Particulars of which are viz.

Loadsmange	—	—	0	3	4
Primage for Men	—	—	0	1	10
Buoyage and Beaconage, including Caſtor and Low-eſtoff Lights.	—	—	0	5	4
Total—Trinity Dues	—	—	—	0	10 6
St. Nicholas Gatt	—	—	—	0	1 0
Spurn	—	—	$\frac{1}{2}$	0	4 2
Foulnefs	—	—	$\frac{1}{4}$	0	2 1
Well	—	—	$\frac{1}{2}$	0	4 2
Winterton and Orford	—	—	1	0	8 4
Harwich	—	—	$\frac{1}{2}$	0	4 2
Total—Lights per Ton	—	—	—	1	2 11
Winterton ſmall per Ship	—	—	0	1	0
Nore ditto	—	—	0	2	0
Total Light per Ship	—	—	—	0	3 0
Total as before	—	—	—	£	1 17 5



EXAMPLE

EXAMPLE II.

The *Unity*, Capt. Ogilvie a *Jamaica*, 210 Tons.

Lights,	per Ton	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
Edyftone	—	1d	0	17	6		
Scilly	—	$\frac{1}{2}$	0	8	9		
Lizard	—	$\frac{1}{2}$	0	8	9		
Portland	—	$\frac{1}{2}$	0	8	9		
Casketts	—	$\frac{1}{2}$	0	8	9		
Dungeness	—	1d	0	17	6		
Forelands	—	1d	0	17	6		
						4	7 6

Trinity Dues — *l.* *s.* *d.*

Loadsmange	—	0	7	0		
Primage for Men		0	4	0		
Buoys and Beacons		0	6	6		
					0	17 6

Nore Light — — 0 3 0
 Ramsgate Harbour, 3d per Ton 2 12 6

Total as per Light Bill, &c. £ 8 0 6

Foreign

 Foreign, Form of Light Bills

 Form of a Light-Bill, Ramsgate, Dover, and
Rye-Harbour Receipt.

Unity, Capt. John Ogilvie from *Jamaica*

Edystone, Scilly, Lizard, Portland,			
Caskets, Dungeness, Foreland, —	4	7	6
Trinity-House Duties —	0	17	6
Nore Light —	0	3	0
5 8 0 Lights			
2 12 6 Ramsgate	Received	£	5 8 0
£ 8 0 6			

Out Dec. CHARLES AMBROSE, Collector.

Vide page 36 and 37.



Foreign

Foreign, Form of Ramsgate Harbour Receipt.

Ramsgate London, 25th Day of August 1767.
Harbour.

REceived of *John Ogilvie*, Master of the *Unity*, of the Burthen of Two Hundred and Ten Tons, bound from *Jamaica* to *London*, the Sum of Two Pounds Twelve Shillings and Six-Pence, for the Duty of 3d per Ton payable for the said Voyage, inwards, to the Trustees for Enlarging and Maintaining the Harbour of *Ramsgate*, by Virtue of an Act of Parliament made in the Twenty second Year of the Reign of his late Majesty GEORGE II.

£ 2 12 6

CHARLES AMBROSE, Collector.

N. B. On producing a proper Acquittance for the Receipt thereof, such Master or Owner shall have and be intitled to an Allowance from the Merchants, Importers or Exporters, as follows ; that is to say, for every Ton of Goods loaden on Board such Ship or Vessel, on Account of such Merchants, Importers or Exporters, a like Sum per Ton, as the same is by this Act charged upon the Ship or Vessel, on Board of which such Goods or Merchandize shall be loaden.

Coast

Coast,

Form of a Light-Bill.

Port of Liverpool

Numb. 7256.

REceived the 12th Day of May, 1767, of *John Hubbard* Master of the *William*, a British Vessel, Burthen One Hundred and Thirty Tons, arrived from *Lynn*, and now bound to *London*, the sum of Ten Shillings and Ten-Pence, by Virtue of an Act of Parliament, made in the Third Year of the Reign of his Sacred Majesty King George the Second, &c. for supporting a Light-House on the Island or Rock called *Skerries*, in *St. George's Channel*. Received also all the other Lights for *London*.

WILLIAM WATSON, Collector.

o	10	10	Skerries
o	1	o	Milford
o	1	o	Scilly
o	2	o	Lizard
o	2	o	Edystone
o	o	6	Caskets
o	1	o	Portland
o	10	10	Dungeness
o	10	10	Foreland

£ 2 o o

Coast

Coast, Form of a Ramsgate, &c. Receipt.

Ramsgate Lynn 12th Day of May, 1767.
Harbour.

REceived of Capt. *John Hubbard*, Master of the *William*, of the Burthen of One Hundred and Thirty Tons, bound from *Lynn* to *Liverpool*, the Sum of One Pound Twelve Shillings and Sixpence, for the Duty of 3d per Ton, payable (for the said Voyage) one whole Year as a Coaster, to the Trustees, for Enlarging and Maintaining the Harbour of Ramsgate, by Virtue of an Act of Parliament made in the Twenty-second Year of the Reign of his late Majesty King GEORGE II. Received also One Pound Twelve Shillings and Sixpence for Dover and Rye Harbours, for one whole Year as a Coaster.

R. LAMBEN, Collector.

Ramsgate 1 12 6

Dover and Rye 1 12 6

 £ 3 5 0

N.B. On producing a proper Acquittance for the Receipt thereof, such Master or Owner, shall have and be intitled to an Allowance from the Merchants, Importers or Exporters, as follows; that is to say, for every Ton of Goods loaden on Board such Ship or Vessel, on Account of such Merchants, Importers or Exporters, a like Sum per Ton, as the same is by this Act, charged upon the Ship or Vessel, on Board of which, such Goods or Merchandize shall be loaden.

The

The Industry, John Page from Lynn to Milford,
Burthen 130 Tons.

			<i>l.</i>	<i>s.</i>	<i>d.</i>
Well	_____	_____	0	5	5
Foulness	_____	_____	0	2	8½
Winterton and Orford	_____	_____	0	10	10
Castor and Lowestoff Lights	_____	_____	0	1	8
St. Nicholas Gatt	_____	_____	0	1	4½
Harwich	_____	_____	0	5	5
Forelands	_____	_____	0	10	10
Dungeness	_____	_____	0	10	10
Casketts	_____	_____	0	0	6
Portland	_____	_____	0	1	0
Edystone	_____	_____	0	2	0
Lizard	_____	_____	0	2	0
Scilly	_____	_____	0	1	0
Milford	_____	_____	0	1	0
Skerries	_____	_____	0	10	10
Total			£	3	7 5

N. B. In the Out-Ports it is customary to take
the Half-pence.

Total	£	3	7	5
Dover and Rye	1	12	6	
Ramsgate	1	12	6	
Total	£	6	12	5

L

Form

Form of the Endorsement on the Back of a New-Castle and Sunderland Cocket, is as follows.

Received Tynmouth, Spurn, Well, Foulness, Castor, Lowestoff, Ness, and Harwich Lights.

G. A.

Sunderland.

Tynmouth, Spurn, Foulness, Winterton and Orford, and Harwich Lights. R. N.

Received Well and Castor Lights, and Gatt Duty.

W. G.

5. And as by Article 3. all Ships are to be rated according to their full Burthen, the Method of finding the Tonnage of Ships either British or Foreign, is

I.

BRITISH SHIPS.

The Rule agreed to by the late Messrs. Bird and Quallett, two eminent Master Builders, with the late John Brownell Esq; Surveyor of the Sloops and Boats, &c. in the Service of the Customs, which is to be used to ascertain the Tonnage of Ships, built either for the Service of the Crown, or Merchant, as well all such as are hired by the Government, should likewise be observed,
in

in the Admeasurement of Ships, employed in the Greenland Trade, and Whale-Fishery, both in Ships Outward and Inward-bound.

R U L E.

The *Length* to be taken on a strait Line, at the upper Edge of the Keel of the Ship from the back of the main stern Post, to a perpendicular Line from the fore Part of the Main Stern under the Bowspit, which is the extreme Length, from which subtract Three Fifths of the Breadth and the Remainder is esteemed the *Just Length* of the Keel, to find the Tonnage. *The Breadth* is to be taken from the Outside of the Outside Plank, in the broadest place in the Ship, be it either above or below the Main Wale, exclusive of all manner of Doubling Planks that may be wrought upon the Sides of the Ship; by *this Breadth* the Tonnage is cast, by *multiplying* the *Length of the Keel* by the *Breadth*, and that Product by *half the Breadth*, and then by 94, which gives the Tons and Parts of Tons, required.



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The Dimensions of the *Hermione* taken by the
Unicorn. Capt. Moor.

	Feet. Inches.
Length of the Keel —	108, 4
Between the Rabbits —	130, 10
Extreme Breadth —	37, 7
Height between Decks	5, 5
Depth in Hold —	13, 5

Tons 812, as advertised to be sold 14th April,
1758.



Cal:

(77)

Calculation according to the before-mentioned Rule.

EXAMPLE.

Length by Keel — Feet. Inches. 108, 4
Extreme Breadth — 37, 7.

108,33 Length
37,58 Breadth

86664
54165
75831
32499

4071,0414
18,79 half Breadth

366393726
284972898
325683312
40710414

94 | 76494,867906 | 813 $\frac{72}{94}$ Tons
752
True Tonnage

129
94

354
282

72

Foreign

Foreign Ships are by the Corporation of Trinity House, Directed to be measured as follows.

II.

FOREIGN SHIPS.

R U L E.

Take the *Length* from the inside of the Top of the Stern-part to the inside of the Stem, and the *Breadth* from the outside of the Wayles at the broadest part of the Ship, and the Depth from the Ceiling in the Hold in the Midship, to the Lowermost part of the Beam of the upper Deck. *Multiply* the *Length* by the *Breadth*, and that by the *whole Depth*, but if half the *Breadth* exceeds the *Depth*, then *multiply* by half the *Breadth*, and divide by one Hundred and Ten, after deducting from the Quotient One Fifth part, the Remainder will be the neat *Tonnage* for which the Ship is to pay; but if it be a flat-bottom'd Vessel, in the nature of a Bylander, then *multiply* the same again by the *Depth*, as in the other Case.

The Liverpool Rule for adjusting the Tonnage of Ships, as directed by 8th of Ann. is,

Take the Length of the Keel so much as she treads on the Ground, and the Breadth within Board, by the Midship Beam, from Plank to Plank, and half that Breadth for the Depth, then multiply the Length by the Breadth, and the Product by the Depth, and divide by 94.



A Calculation of Ships Tonnage,
according to *London Shipwright's*
Rule.

Breadth	Length	Tons	Breadth	Tons
10	30	16	$10\frac{1}{2}$	17
11	33	21	$11\frac{1}{2}$	23
12	36	27	$12\frac{1}{2}$	30
13	39	35	$13\frac{1}{2}$	38
14	42	43	$14\frac{1}{2}$	47
15	45	54	$15\frac{1}{2}$	57
16	48	65	$16\frac{1}{2}$	69
17	51	78	$17\frac{1}{2}$	83
18	54	93	$18\frac{1}{2}$	98
19	57	109	$19\frac{1}{2}$	114
20	60	127	$20\frac{1}{2}$	133
21	63	147	$21\frac{1}{2}$	154
22	66	170	$22\frac{1}{2}$	178
23	69	182	$23\frac{1}{2}$	190
24	72	220	$24\frac{1}{2}$	229
25	75	250	$25\frac{1}{2}$	260
26	78	280	$26\frac{1}{2}$	291
27	81	314	$27\frac{1}{2}$	322
28	84	350	$28\frac{1}{2}$	362
29	87	389	$29\frac{1}{2}$	393
30	90	430	$30\frac{1}{2}$	444
31	93	475	$31\frac{1}{2}$	490
32	96	523	$32\frac{1}{2}$	539
33	99	573	$33\frac{1}{2}$	590

Having in the Course of this Work, given a short Historical Account of the Rise and Progress of Lights and Light-Houses, and particularly noticed that excellent Building on the Edystone by the very ingenious Mr. *Smeaton*, I must not omit to insert the description of the new Light-House lately finished at Dublin, as related in the *Gazetteer*, dated October 20, “ On Wednesday his Excellency the Lord Lieutenant arrived safe in our Harbour, and was saluted with three round of Cannon from the new Light-House, which useful building was begun in 1762, under the laudable Direction and Encouragement of the Gentlemen of the Ballast-Office Committee of that Year. This improvement has been carried on with great Art and Assiduity, in a situation where there was no Aid of Land for fixing any Machine, or working more than during the Time of low Water, and often interrupted by blowing Weather and high Seas, and difficult for Man or Boat to live there, &c. The Base or Foundation of this Building is an Hexagonian figure, near 40 Feet over and 24 Feet high, an entire solid Body of Stone, cut into paralelograms and pollygons, dove-tailed, cramped and cemented together in a particular manner to constitute the work Water-Proof, each Stone from Ten to Twenty-four Hundred Weight, the Number of Stones upwards of Ten Thousand, exclusive of Five Thousand Tons of filling Stones. On the Base, 24 Feet high, is erected a conical Tower; the Stones for this are not only cut circular on the outside but

M

concave

concave within, to answer 35 different radiuses: this Tower consists of five Floors, including the Floor of Octagon Lanthorn, which is to be covered with Copper, 16 Feet diagonally: there are eight great Windows to this Lanthorn, covered with a Dome, in which there are 16 Ventilators, and terminated with a large gilt Ball, through which an ancient Staff passes for hoisting a Flag from half Flood to half Ebb. There is connected to this Building a Key or Wharf, 315 Feet long, 32 Feet broad, and 17 Feet high solid. The cut Stones used in the above Works were quarried and wrought at the Mountains, five Miles distance from Dublin, and when brought up were shipped and carried upwards of a League distance eastward at the extreme End of the Piles, where the Light Ship was stationed, and there unshipped, often with great Difficulty, occasioned by blowing Weather and rough Water. It is remarkable no greater Accident happened to the Workmen daily sailing down and up, or at the Work, than the falling of one great Stone on the Foot of Mr. Smyth, who designed and conducted this Work, generally allowed in a permanent and masterly Manner. It was lighted September 29, 1767."



*The Present LIST of the Thirty-One
ELDER-BRETHREN of
the Trinity-House, according to Se-
niority of ELECTION.*

J U L Y 1767.

- 1737 **C**apt. Michael Wilkins Conway
 1741 **C**apt. Sir John Major, *Bart.*
 1743 Daniel *Earl of Winchilsea and Nottingham*
 1745 John *Duke of Bedford*
 { John *Earl of Sandwich*
 1749 { Capt. John Barker
 { Capt. Charles Pigot
 1752 Sir William Rowley, *Knt. of the Bath*
 1753 Capt. Robert Jones
 { Capt. Thomas Bennet
 1754 { Capt. John Jolly
 { *The Right Hon. Sir Charles Saunders, Knt.*
 1755 { *of the Bath*
 { Capt. William Loney
 1756 Capt. Christopher Huddy
 { Sir Peircy Brett, *Knt.*
 1757 { George Cokburne, *Esq;*
 { *The Right Hon. Sir Edward Hawke, Knt.*
 1761 { *of the Bath.*
 { Capt. John Clark
 { Capt. James Sanders
 { Capt. Samuel Malbon
 1762 { Capt. Peter Bennett
 { *The Rt. Hon. George Grenville*

Capt.

- 1763 { *Capt.* William Reynolds
 Capt. Nicholas Burnell
 1764 *Capt.* Christopher Sollitt
 { *Capt.* Thomas Palgrave
 1765 { *Capt.* Gilbert Slater
 Capt. Robert Halcrow
 1766 *Sir* George Pocock, *Knt. of the Bath*
 1767 { *Capt.* John Pickett
 The Hon. Augustus Keppel

And in order more especially to confirm the Usefulness of the Establishment of the Corporation, and the Care taken by King Charles II. to keep the Gentlemen of the Trinity-House, at all Times, ready to assist the Navy; here follows a Copy of their Exemption from serving in any other Office or Capacity, than that of his Majesty's Servants.

“ *Forasmuch*, as it hath pleased the *Kings* most excellent Majesty, upon divers good Considerations, by his *Highness* Letters Patent under the Great Seal of *England*, to discharge and exempt the Master, Wardens and Assistants of the Trinity House of Deptford Strond in the County of Kent; And all other the Brethren, Officers, Ministers and Members of the said Corporation for the Time being, from finding or bearing of Armour, or to be taxed, or contributing to any Manner of Land-service whatsoever, otherwise than as Mariners and Seamen in Service, as also from being summoned or put in Assizes, Juries, Inquests, Attaints, and other Recognizances whatsoever.

There;

Therefore, we the aforefaid Master, Wardens and Affiftants at the fpecial Request of this Bearer Capt. *Simon Bayley* of *Ratcliffe*, Mariner, one of the Brethren of our faid Corporation, do certifie to all his Majefties Juftices of the Peace, and all others to whom it fhall appertain, that the afore-named Capt. *Simon Bayley*, was admitted, fworn and entered an Elder Brother of the faid Corporation the Fourth Day of September, 1679, and is thereby exempted from any fuch Service or Imposition. In *Testimony* whereof, we the Master, Wardens and Affiftants of the Trinity Houfe aforefaid, have hereunto fet our Hands, and have caufed the Common Seal of our Corporation (in thefe and fuch like Cafes accuftomed) to be hereunto affixed, given the Thirtieth Day of October, in the One and Thirtieth Year of the Reign of our Sovereign Lord King Charles the Second of *England*, &c. *Anno Dom.* 1679."

Now as the Prefervation and Safety of many Thoufands of his Majefty's Subjects depend upon, and are daily preferved from, and efcape the Perils and Dangers of Shipwreck, by the proper placing and maintaining of Light-Houfes and Sea-Marks, and as a very great Number of *poor indigent Seamen*, their *Wives*, *Widows*, and *Orphans*, are *relieved* and *comfortably* provided for, out of the Fund, eftablifhed for that Purpose, by the Grants, Charters and Letters Patent, of the feveral *Kings* and *Queens* of this *Realm*, and as the *Corporation* are efpecially enjoined to do, and act every thing
for

for the Benefit of the *Trade* and *Navigation* of this *Kingdom* in *General*, and the *Navy Royal* in *particular*, as also for the better *Regulation* and *Govern-ment* of all *Mariners* and *Seamen*: I shall conclude this *Essay* with my sincere *Wishes* that his present *Most Gracious Majesty*, King George the 3d, may take the State of this Corporation into his *royal Consideration*, and where it may appear any thing is wanting, to *establish*, *amend*, *countenance* and *confirm* all and every the *Grants*, *Charters*, &c. heretofore given, and made agreeable to the *Design* and *Intention* of his Majesty's *Royal Predecessors*, and that the Corporation on their Part, will exert their utmost *Efforts* to *assert* and *vindicate* their *Rights* and *Privileges*, and as far as is possible, answer the End of their *Institution*, and that thus *united*, *defended* and *supported*, it may encourage them, and every true *loyal Sailor* on his Part, to join Hand and Heart on all Occasions, to convince the *Enemies* of our Country, that the *British Navy* has, and ever will *ride triumphant*, *victorious*, *safe* and *happy*, under the *Protection* of so good a *King*, that now fills the *British Throne*.

G O D S A V E T H E K I N G,

P R O T E C T t h e N A V Y,

A N D

P R O S P E R O U R T R A D E ;

as

as the fundamental Maxim of our Country is,
“ That Trade is the Nursery of Sailors, that
“ Sailors are the Soul of the *Navy*, that the *Navy*
“ is the security of *Commerce*, and that these two
“ united, produce the *Riches*, *Power* and *Glory* of
“ *Great Britain*.”

F I N I S.



